West Asheville Newspaper Articles

Index to Articles Prior to 1900

West Asheville Newspaper File Chronology
Before 1900

Before 1880

1848	Lanman letter describes Sulphur Springs
Nov. 1, 1849	McKeithen letter describing Sulphur Springs
June 1, 1854	Sulphur Springs advertisement
1860 census	Slave statistics, Buncombe County
	Excerpts, *"The Heart of Confederate Appalachia", & "Mountain Masters"*
April 21, 1864	State of NC prices for impressed property

1880 – 1889

June 7, 1888	E.G. Carrier advertisement for sale of land
June 13, 1888	Description of West Asheville
Feb. 9, 1889	Act to incorporate the town of West Asheville
Mar. 11, 1889	Act to incorporate the West Asheville Improvement Co.
Sept. 29, 1889	West A Property for sale by Richmond Pearson

1890 – 1894

April 10, 1890	Sulphur Springs property offered for park
May 3, 1890	Laboring men seek 9-hr day
Feb. 18, 1891	Natt Atkinson & Son advertisement
Feb. 23, 1891	French Broad way up
March 5, 1891	Col. Bingham selects site for school
March 9, 1891	Asheville slave-trader dies
March 13, 1891	Bingham purchases 37 acres for school
March 24, 1891	Asheville's taxpayers (list)
March 31, 1891	West Asheville sets election for May
	Electric RR to run side track for Bingham School
April 8, 1891	Hazel Green's ticket
April 10, 1891	Resolution passes for first WNC Fair
April 15, 1891	Directors of Sulphur Springs RR elected
April 21, 1891	West Asheville to consider $50,000 bond issue
	Bingham School advertisement
April 23, 1891	Dr. Karl von Ruck leases Sulphur Springs hotel
April 28, 1891	Atkinson for West Asheville bond issue
May 4, 1891	Work on Bingham School progressing
May 6, 1891	New town to be built near Sulphur Springs
May 21, 1891	Upcoming opening of Asheville & Sulphur Springs Electric Railway announced

May 22, 1891	Bingham School boys look forward to coming to Asheville
June 20, 1891	West A Improvement Co. property sales ad
June 23, 1891	Bingham school glee club organized
Sept. 20, 1891	Bingham School enrollment notice
Sept. 25, 26, 1891	Lynching in West Asheville
October 8, 1891	Bingham School opens
October 10, 1891	Bingham School daily schedule described
Oct. 14, 17, 1891	Charter request for West Asheville & Sulphur Springs Railway
Oct. 20, 1891	West A & Sulphur Springs to begin work on Asheville street car line to depot
Oct. 22, 1891	Bingham School Glee Club
Nov. 17, 1891	Hotel Belmont ad
Dec. 21, 1891	Hotel Belmont ad
Jan. 1, 1892	Weekly letter from Bingham School
Feb. 5, 1892	News from Bingham School
Feb. 6, 1892	Dr. von Ruck takes charge of Sulphur Springs hotel
March 17, 1892	Hotel Belmont ad
March 22, 1892	W.A. & S.S. RR railroading at night
June 13, 1892	Belmont's new manager
June 24, 1892	Richmond Hill Rd. property for sale
Aug. 25, 1892	Belmont Hotel burned
Sept. 27, 1892	Baseball at Carrier track
Nov. 4, 1892	Dr. von Ruck tours promoting Asheville
May 27, 1893	Racing season opens at Carrier's track
June 3, 1893	West a Improvement Co. protests tax
June 10, 1893	Hunt Club races at Carrier's track
June 19, 1893	Baseball at Carrier track
June 29, 1893	Baseball at Carrier's track
July 5, 1893	The 4th at Carrier's track
July 18, 1893	Baseball at Carrier track
Aug. 7, 1893	WNC Fair Association formed

1894 – 1899

Jan. 18, 1894	Plain talk between E.G. Carrier & Alderman Jones
May 2, 1894	Races at Carrier's Track
May 8, 1894	Election returns, West Asheville
May 9, 1894	Races at Carrier's Track
May 23, 1894	West a & Sulphur Springs RR wins suit
June 12, 1894	Bicycle races at Carrier's Track

June 18, 1894	Horse racing at Carrier's Track
	Race track news
June 23, 1894	Another special day at Carrier's Track
July 3, 1894	4th of July celebrations
Aug. 14, 1894	Racing ad, Carrier's Track
Aug. 15, 1894	Sport out at Carrier's
Aug. 31, 1894	Runaway trolley on West A & SS line
Oct. 4, 1894	Low water at Hominy Power Plant
Nov. 20, 1894	Swannanoa Country Club to leave Sulphur Springs
Nov. 30, 1894	Bingham wins Thanksgiving day game
Dec. 27, 1894	John Beatty's country seat, "The Bungalow", burns
Feb. 12, 1895	Dr. Von Ruck reports from signal station
Aug. 16, 1895	French Broad Racing Assoc. notice
Nov. 1895	Lindley Training School
(Thanksgiving)	Bingham School
Feb. 12, 1896	Buncombe County buys Pearson's Bridge
Mar. 14, 1896	Colored people organize Republican clubs
Mar. 16, 1896	Verdict in West A Improvement Co. case
April 3, 1896	Most of W.A. & S.S. track torn up
April 18, 1896	W.A. & S.S. wants new route to depot
April 30, 1896	Bingham School offers scholarships
July 31, 1896	New Industrial School for colored girls
Sept. 9, 1896	W.A. & S.S. seeks route change
Mar. 8, 1897	Repeal of the act incorporating West Asheville
Nov. 30, 1897	Rebuilding of the W.A. & Suphur Springs Railway
Nov. 30, 1897	A Hotel & Sanitarium at Sulphur Springs site
Dec. 25, 1897	Christmas Day tragedy
April 27, 1898	Colored troops offer their service for Cuba
April 30, 1898	20 Men leave Asheville for Statesville
April 30, 1898	Asheville Light Infantry to leave Monday
May 2, 1898	List of Asheville Light Infantry volunteers
May 23, 1898	Asheville guards leave
June 30, 1898	Buncombe man w/US forces at Santiago
July 21, 1898	West Asheville Odd fellows celebrate 2nd Anniversary
July 23, 1898	Sulphur Springs Odd fellows observe anniversary
July 30, 1898	West Asheville PO re-established
Aug. 9, 1898	W.D. Houghtelling dead
Aug. 13, 1898	Many judges raised in Lower Hominy Township
Aug. 15, 1898	Suit re big dam on Hominy Creek
Aug. 19, 1898	Examination for Richmond Pearson scholarship to Bingham School
July 1899	West Asheville Road

Nov. 8, 1899	Bingham football
	West Asheville Road
Nov. 20, 1899	West A Odd Fellows sponsor orphans
Nov. 21, 1899	Objects to road relocation (Haywood Rd.)
Nov. 25, 1899	Haywood Rd. and County Commissioners
	Bingham football
Nov. 29, 1899	The City's Thanksgiving
Dec. 1, 1899	Bingham defeats the Asheville boys
Dec. 5, 1899	West Asheville Rd.
Dec. 6, 1889	That New Road in West Asheville
Dec. 14, 1899	Figures on Power at Ivy Dam
Dec. 22, 1899	Holiday races at Carrier's track
Dec. 26, 1899	Light on West Asheville road
Dec. 28, 1899	West Asheville road

West Asheville Newspaper Articles

Articles Before 1880

address front

Sulphur Spring N.C. 18 3/4
5th July

(can't read)

Rev W. M. Reid
Mount Clio [?]
Sumter District

Buncombe N.C. July 4.1837

Dear Brother

I address to you my first letter since leaving home, as some expression of my gratitude for your kindness, we arived [sic] at the Sulphur Springs near Ashvill [sic] on yesterday. I sustained the journey as well or better than I expected we had much rain and bad roads from Winnsborough, and some days very warm, yet I do not know that my health worse than when I left home. the water here is white-sulphur and I think quite as strong as the spring in Virginia it acts powerfully on my Bowels to day which makes me feel very feeble at present hope it may do good ultimately, the situation is naturally very beautiful and highly romantic and healthful the House is built on a high hill between two branches about 200 yards from each, and surounded [sic] on all Sides with lofty mountains at the distance of from 2 to 10 miles all in view rising one above another in the form of an amphy-Theatre. The house is built in form of an L, one side about 150 feet long the

other 120 Two story with piasas [sic] runing [sic] all round out-side to each story, upstairs is divided into 29 or 30 lodging rooms, the view and air in the upper piasa is delightfull beyond description. There are only three families here yet from the Lower country one of them occupies a small house distinct from the large building the other lodger in the Lower story, we have taken a room in the supper Story. The House is not kept in accordance with the situation or even the building but yet the fare is good enough for me—Thus far all is well, but there is some great draw backs I see nothing like piety in any of the family & there is a bar-room in the house perhaps a dozen men drinking there today, I saw three beastly drunk truly there is no place perfect here. This world is not our home ----------

My plan now is to remain here for two weeks go on to the warm Springs and stop a while Then on 25 miles further to Greeneville east-Tennessee a pure limestone country for some time We met Br. Mitchel from Charleston and heard him preach on Missions on Sabbath in Ashville he is going on to Illinois to pay a last visit to his Father and mother and expects to sail from New York in October for China, his health is rather feeble but he is quite cheerful- ----------

There is not a Presbyterian Church or minister that I can hear of in this whole county. ----------

4

do give my love to my dear little ones tell them we are well and hope they will be good children Tell Mary I will write to her next week if I can. I am hoping to receive a letter this week from Col. Lacoste & to hear from you all------If you receive this by the 12th please to write by the next Fridays mail direct to the Warm-Springs Buncome [sic] County N.C. if you do not get this in time to write by that mail direct to Greenville in Green County East-Tennessee --- ----------

Harriet joins me in love to the children also in our kind regards for Mrs Reid and all our dear friends xxxx she is much better satisfied than she expected to be Dear Brother pray for us that if it the Lords will the present means may be beneficial, That we may return to our friends The Lord bless you and Yours, I am still your affectionate Brother.

John Harrington

Rev W. M. Reid

Collection of Vernon S. Stroupe
PO Box 8879
Asheville, NC 28814

Letter Written In 1849 Tells Of WNC Watering Place

Hotels, taverns, inns, etc. - Deaver's Springs

By George W. McCoy

Samuel E. Beck of Asheville, founder of the Museum of the Cherokee Indian at Cherokee on the Indian Reservation in the Great Smokies, is always on the lookout for some interesting bit of historical information on Western North Carolina. Not long ago, at an auction in New York, he bought a letter that describes one of Asheville's famous watering places of a century ago.

The letter, dated November 1, 1849, at Sulphur Springs, Buncombe County, was written by A. McKeithen to his cousin, "A. A. McKeithen, Esq., Pearson's Mills, Cumberland County, North Carolina."

John Preston Arthur, in his History of Western North Carolina, says that on the last day of February, 1827, Robert Henry and his slave Sam discovered Sulphur Springs, five miles west of Asheville, and about the year 1830 his son-in-law, Col. Reuben Deaver, built a wooden hotel on the hill above and began taking summer boarders.

The hotel was popular, with most of the visitors coming from South Carolina. "Besides the hotel, an L-shaped building there were cabins on the grounds. There were bowling alleys, billiard tables, shuffleboards and other games. A large ball room and a string band, composed of free Negroes from Charleston and Columbia, provided the music for dancing."

The bustle and gaiety of the summer season of 1849 had gone and there was national excitement over the gold discovery in California when letter-writer McKeithen visited Sulphur Springs in the autumn in company with a man he referred to as "Mr. M." He said in his letter:

"Dear Cousin:

"In acquitting myself of an obligation under which I am bound at the present, I will only be gratifying my own personal feelings and should I be able to communicate anything interesting to you it would more than recompense me for the time and labour devoted to your service. But where? I ask must I begin. I will begin just where I now am.

"We arrived at this place (which has been a resort for the pleasure seeking gentry since 34 or about 15 years. I suppose it has also been a resort for invalids as well as pleasure seekers) yesterday between 1 and 2 o'clock. Col. Deaver is the proprietor and quite a gentleman. He is prepared for entertaining about 150 persons at a time. His building is in the form of an L, each wing 300 feet or more in length with double piazzas in front or one for each story and single piazza in the rear with a large dining room and kitchen attached nearly at one end forming three sides of a hollow square.

"I do not know how many fire rooms belong to the building as I have not inquired nor counted the chimneys—considerable fixings any way.

"The spring is 400 yards from the house in a valley and rises perpendicular through the mud which is about three feet deep and then sand and gravel underneath. It reminds me of a quagmire—gives way and shakes when you step on it.

"The proprietor has a granite basin with a small hole in the centre of the bottom inserted into the mud and sand through which the water rises. I do not know the perpendicular height of the rock in the upper end of which the basin is made. The basin will contain 15 gallons and when bailed dry will be filled in 15 minutes. There is a small gap in the upper edge of the basin and a conductor attached to covey the water into a small house near the spring in which is a cistern or trough kept full, from which place posts are put into the ground some 12 or more feet apart all the way to the house in a direct line. To these posts are attached arms with upright irons to which a large wire is fixed and rollers under the wire. On this wire a bucket is sent off from the house with a cord fastened to it. The cord runs on the rollers. The bucket goes into this cistern or trough, is filled and brought to the house by this cord. The waterman is at the house all the time.

"I have said enough about the spring. Only the taste of the water or its farewell as it is called is exactly like the scent of a rotten egg (not the worst).

"No company here now, the season for that being over. I have a cold which makes me feel somewhat sore about the lungs.

"As to Mr. M., I do not know what to say about him. He is always sick or nearly so. Impatient and fretful (not with me) but with himself and his condition. Imprudent in eating sometimes. Won't eat anything, again too much. Consults a physician nearly in every village. They differ in opinion and then he says they don't know anything about his case, etc. He sometimes makes me ashamed when he feels very bad. Says he is going to hell and talks wildly. The mountain scenery pleases him very much. His ideas are very singular about the formation of the rocks, etc. Says the mountains and rocks are the effects of volcanoes. They were not so made at first. Any place that looks like the places about Utica pleases him. He says he is going to the lunatic asylum at Nashville, Tenn., to see it. You must write to that place. It is further from here than we have come.

"Asheville is a very business place. People friendly. Morganton has its share of aristocracy. Not much pleased with it. Nor Wilkesboro. Very much pleased with Salem (and) a little place called Louisville in Surry. Rockford is an

8A

ugly place. Lenoir does pretty well for a new place. Marion in McDowell is new. Considerable improvement going on.

"The interests of this section of the state are connected with South Carolina. They think much more about S. C. than N. C. They are in great hopes of the Greenville, S. C., railroad being completed which is only 60 miles from Asheville to Greenville. If there were railroads through Western N. C. it would be the Eden of the State. The valleys of the Yadkin but not too narrow. Some very rich men and fine farmers living in it. The valleys of the Catawba are broader and richer. Some of the mountain sides are as rich as any lands. If they were only level, what a country it would be.

"We have had some delightful views. From the top of the pilot the view is grand. We saw the highest mountain in the United States. Was in some 4 or 5 miles of the base but it is too cold to go on it.

"I must quit for want of room and something to write without I would give a sketch of travel, etc. My respects to all my friends.

"Yours as ever

"A. McKeithen.

Postscript:

"We are about 150 miles from Salisbury. So you can guess how far from home. We may probably stay here some 3 or 4 days or more. Mr. M. is quite inquisitive, can ask more questions in a short time than the most of folks. When we stop 2 or 3 days at a place I leave him with the company and enjoy myself the best I can. I find but very little pleasure in travelling this time. It may get better. He says he is not going home any more. Bound for California. That will please me you know. I am not so certain if it turns much colder but we will turn south. Write any way. If I do not get it it will only go (to) the Washington. I staid with a man whose son and son-in-law had just written back from California. They had just got there, had not commenced work. Said an ounce of gold a day was an average for those that worked. Some got more. Take care of yourself and be a good boy.

"A. McK."

* * *

The old hotel at Sulphur Springs (or Deaver's Springs as the place was sometimes referred to) was burned in December, 1862, and rebuilt of brick in 1887 by E. G. Carrier. It then became known, first, as Carrier's Springs and then as The Belmont. It was again burned in September, 1891, while under the management of Dr. Carl von Ruck. From 1889 to 1894, an electric railway ran between Asheville and the springs, crossing the French Broad River over Carrier's Bridge at the junction with Swannanoa River.

8B

ASHEVILLE NEWS.

SULPHUR SPRINGS, BUNCOMBE COUNTY, N.C.

William L. Henry having become sole proprietor of this well known watering place, takes this method of announcing to the public, that the House will be open for the reception of visitors the 1st day of June next. Having fitted up the house and furnished with new and elegant furniture, and having provided himself with polite and accommodating servants, he hopes by strict attention to the wants and wishes of his guests to give general satisfaction. His table shall be furnished with the very best the country affords.—While his stables are large and commodious, will be supplied with grain and provender and attended by faithful and attentive Ostlers. A first rate band of music will be in attendance all the time. In short no pains or expense will be spared to render a sojourn at the springs pleasant and agreeable, and the proprietor hopes by unremitting attention to the comfort of his guests to secure a continuation of the patronage heretofore so liberally bestowed on the springs; assuring all who may visit the Springs for health or pleasure that they will find the accommodations at least equal to what it has heretofore been.

He deems it unnecessary to say anything in regard to the Medicinal qualities of the Sulphur Springs, as they have been so long and so favorably known, and their healing virtues tested by hundreds and thousands who have visited them in years past.

A comfortable hack with safe horses and an experienced driver, will run daily between the Springs and Asheville, affording those who may arrive at Asheville by stage a certain means of going and returning from the Spring at pleasure.

WILLIAM L. HENRY.

June 1, 1854. 1m.

Townspeople Fought Hotel Blaze

The first major fire recorded in Asheville was in December 1862 when the Sulphur Springs Hotel burned to the ground.

Details are sketchy, but Asheville had no organized volunteer department or paid department. Townspeople responded to keep the fire, located on what is now Sulphur Springs Road, from spreading throughout the village.

The same hotel — after it was rebuilt — burned to the ground again in September 1891. No causes were discovered for the two blazes. As a sidelight, research shows that the first elevator in North Carolina was in the second Sulphur Springs Hotel.

The hotel was again rebuilt.

Another major fire occurred in 1883 on Pack Square. Details also are sketchy concerning this fire, but news accounts indicate that extinguishers failed to function. The volunteers had to rely on nearby wells and springs, and water was carried to the top of adjoining building and thrown from buckets to the blazing structure. Nearby buildings were swathed in wet blankets to keep the fire from spreading.

History will probably best remember the fire shortly after midnight Feb. 8, 1895.

Known as "the night of the big wind," the small town of Asheville was nearly destroyed when fire broke out in a harness shop and gutted two stores and heavily damaged three others to the tune of $250,000 damage.

When the midnight alarm sounded, the temperature was between 10 and 14 degrees below zero, according to old news accounts and fire department records. Hurricane-force winds quickly spread the fire to surrounding buildings.

Nearly every Ashevillean came to help out by building fires around the water hydrants to thaw them out or by climbing ladders with buckets of water.

The fire started in J.M. Alexander's harness shop from an overheated stove. Before the fire brigade — consisting of two hose companies and two hook-and-ladder companies — could arrive, the flames were threatening the adjoining building, occupied by the Western Hotel, Powell and Snyder's Grocery Store and Boyce-Rich Hardware Store. Behind the building, the flames were endangering Schwartzberg's Dry Goods Store.

Records show that ice encrusted the firefighters' clothes and fire hoses. In fact, when the fire was extinguished, many of the firemen were encased in ice an inch thick and it had to be chopped away with axes. One coat was so covered with ice that it burst into three pieces.

Shortly after 7 a.m. that morning, the fire was conquered.

A spectacular firefighting effort was demonstrated on July 24, 1889, when the Williamson and Son Planing Mill, located at what is now the corner of Walnut Street and Rankin Avenue, caught fire. The five-story frame building covered nearly the entire block and firefighters contained the fire, which had engulfed the building, within that block.

However, the firefighters were criticized for taking 20 minutes to get from the station on Pack Square to the fire. Newspapers called for an investigation into the slowness of the department, but fire officials today marvel that the volunteers kept the blaze from destroying the entire area.

The next major fire was on April 15, 1909, when the original Kenilworth Inn (now Appalachian Hall) on Caledonia Road burned.

Thirty guests were staying there when the fire broke out. The nightwatchman reportedly was not at his post when the fire started in the kitchen. The fire was discovered by a nightwatchman at a business from across the river.

With winds gusting to 30 miles an hour, the fire had a good chance of spreading, but the firefighters kept it under control. Fire Chief S.G. Barnard made a daring rescue to remove the owner, who refused to leave the burning building.

On Nov. 16, 1917, seven children and a Catholic nun perished in a fire at the Catholic Hill Negro School, where the old Stephens-Lee School is located. The fire was discovered at 11:30 a.m. There were 300 children inside.

The dead were from the same classroom, which was adjacent to the fire, fueling speculation that panic caused by heavy black smoke led to the deaths.

Probably the most spectacular blaze of the period was the July 25, 1923, Emporium department store fire on Pack Square at what is now the entrance of the Plaza theaters. The fire broke out during rush hour and in a few moments the entire building was enveloped in flames. Firemen fought for hours before extinguishing it and damages were estimated at $100,220.

— MITCH HOLMES

SCHEDULE OF PRICES FOR NORTH CAROLINA.

WE, the undersigned Commissioners of Appraisement for the State of North Carolina do hereby declare the following to be the uniform prices for property impressed for the use of the government for the next two months, subject to alteration should circumstances, meanwhile, occur to make it advisable:

Apples, dried, good, peeled, per bush. 28 lbs			$5
" " "	unpeeled per bush 28 lbs		3 50
Axes, "	with handles, each,		12 50
" "	without handles, each,		12
Bacon, "	sides, per pound,		2 25
" "	hams, per pound,		2 25
" "	shoulders, per pound		2
" "	jowes, per pound,		1
Beans, "	white or cornfield, per bush. 60 pounds,		10
Brandy, "	apple, per gallon,		20
" "	peach, per gallon,		25
Beef, "	fresh, nett, per pound,		60
" "	salted, per pound		85
" "	corn, per pound		90
Brown stuff, "	good, per bush. 28 lbs.		1
Candles, "	tallow, per pound,		2 25
" "	adamantine, per pound,		3 25
Chains, "	trace, per pair,		9
Cloth, "	woolen, for soldiers clothes, ¾ yard wide, 10 oz. to yard, and *pro rata* as to greater or less weight or width, per yard,		6
Coffee, "	Rio, per pound,		4 50
Corn, "	unshelled, per bush. of 70 pounds,		5
" "	shelled, sacks not included, per bush. of 60 pounds,		6
Corn meal, "	sacks, not included, per bush. of 50 lbs.,		6
Cotton, "	per pound,		1 50
Drills, "	cotton, ¾ yard wide, 3 yds. to lb per yard,		80
Jeans, "	wool domestic, per yd.,		6
Kettles, "	camp, iron, per lb.,		15
Lumber, "	good, per 1,000 feet,	50	
Lard, "	clean, per pound,	2	25
Leather, "	sole, per pound,	6	
" "	upper, per pound,	7	
" "	harness, per pound,	7	
Molasses, "	cane, per gallon,	10	
" "	sorghum, per gallon,	5	
Mules, "	1st class per head,	700	
" "	2d class per head,	500	
" "	3d class per head,	400	
" "	extra, per head,		
Nails, "	per keg,		
Oats, "	sheaf unbaled, per 100 pounds,	4	
" "	sheaf, baled, per 100 pounds,	4	50
" "	shelled, per bushel,	4	
Onions, "	per bushel,	8	
Osnaburgs, "	cotton, ¾ yard wide, 7 oz. to yd., per yard,	1	
" "	cotton, ¾ yard wide, 8 oz. to yard, per yard,	1	30
Peas, "	cow, per bush of 60 lbs.	10	
Potatoes, "	Irish, per bush of 60 lbs.	6	
" "	sweet, per bush of 60 lbs.	5	
Peaches dried "	peeled, per bush 38 lbs.	8	50
" " "	unpeeled per bush 38 lbs.	5	
Pork, "	fresh nett, per pound,	1	50
" "	salted, per pound,	2	
Quinine, "	good, per ounce,	56	
Rice, "	new, per pound,		25
" "	old, per pound,		20
Rye, "	per bushel of 56 lbs.,	6	
Sacks, "	two bush osnaburgs each	2	
" "	cotton, ¾ wool wide, 4-4		
Wool, "	good, washed, per pound,		6
" "	unwashed, per pound,		5
Wagons, "	wood axle, four horse, new, each,		350
" "	iron axle, four horse, new, each,		376
" "	wood axle, two horse, new, each,		250
" "	iron axle, two horse, new, each,		275
Wheat bran, "	per bush. of 17 pounds,		70
Yarn, "	cotton, per bunch 5 lbs.		10

HIRE OF LABOR, TEAMS, WAGONS AND HORSES.

Bailing long forage, per 100 pounds,	60
Shelling and bagging corn, sacks furnished by government, per bushel,	25
Hire of 2 horse teams, wagon and driver, rations furnished by owner, per day,	12
Hire of 2 horse teams, wagon and driver, rations furnished by government, per day,	8
Hire of 4 horse teams, wagon and driver, rations furnished by owner, per day,	22 50
Hire of 4 horse teams, wagon and driver, rations furnished by government, per day,	16
Hire of 6 horse teams, wagon and driver, rations furnished by owner per day,	25
Hire of 6 horse teams, wagon and driver, rations furnished by government, per day,	18
Hire of laborer, rations furnished by owner, per day,	3
Hire of laborer, rations furnished by government, per day,	1 75
Hire of laborer, rations furnished by owner, per month,	75
Hire of laborer, rations furnished by government, per month,	45

	bush. of 50 lbs.,	6	
Cotton,	" per pound,	1	50
Drills,	" cotton, ⅞ yard wide, 3 yds. to lb per yard,		80
Flour,	" extra family, per barrel of 196 pounds,	60	
"	" extra family, per sack of 98 pounds,	30	
"	" superfine, per barrel of 196 pounds,	55	
"	" superfine, per sack of 98 pounds,	25	
"	" fine, per bbl. of 196 lbs.	50	
"	" fine, per sack of 98 lbs.	25	
Fodder,	" baled, per 100 pounds,	4	
"	" unbaled, per 100 lbs.,	3	50
Hats,	" wool, each,	5	
Hay,	" baled, per 100 pounds,	5	
"	" unbaled per 100 lbs.,	4	
Hides,	" dry, per pound,	3	25
"	" green, per pound,	1	75
Horses,	" artillery, 1st class, per head	700	
"	" artillery 2d class per head,	500	
"	" extra, per head,		
Iron,	" pig, per ton of 2,000 lbs	110	
"	" square or round per ton	600	
"	" hoop, per ton, 2,000 lbs	600	
"	" flat or band, per ton of 2,000 pounds,	600	
"	" boiler plate, per ton of 2,000 pounds,	600	
"	" serviceable railroad, per ton of 2,240 lbs.	400	
"	" castings, per pound.		15
Rice,	" new, per pound,		20
"	" old, per pound,		20
Rye,	" per bushel of 56 lbs.,	5	
Sacks,	" two bush osnaburgs each	2	
Shirting,	" cotton, ¾ yard wide, 4-4 yds to lb. per yard,	1	30
"	" cotton, ⅞ yard wide, 3 ¾ yds to lb., per yard,	1	10
Cotton stripes	" 8 yards to lb., per yard,	1	75
Salt,	" Coast, per bush. 50 lbs.,	15	
"	" Liverp'l, pr bush 50 lbs.,	30	
"	" Virginia, pr bush 50 lbs.	20	
Steel,	" cast, per pound,	4	
Shoes,	" army, per pair,	15	
Shoe thread,	" flax, per pound,	10	
Socks,	" soldiers' wool, per pair,	1	50
Sheep,	" fat, per head,	25	
Sugar,	" brown, common, per lb.	2	
Soap,	" hard, per pound,		40
"	" soft, per pound,		25
Shucks,	" baled, per 100 pounds,	4	50
Shorts,	" per bush. of 22 pounds,	1	
Ship stuff,	" per bush. of 37 pounds,	1	75
Tobacco,	" No. 1 Extra,	3	
"	" No. 1,	2	50
"	" No. 2,	1	75
"	" Lugs,	1	25
Tea,	" black, per pound,	5	
"	" green, per pound,	8	
Tent cloth,	" cotton; 10 oz. to yd pryd,	1	30
Tallow,	" clean, per pound,	1	50
Vinegar,	" cider, per gallon,	2	50
"	" manufactured, pr gal.,	1	25
Whiskey,	" per gallon,	25	
Wheat,	" first rate white, per bush. of 60 pounds,	10	
"	" fair, per bush. of 60 lbs.	8	50
"	" ordinary, pr bu. 60 lbs.	8	
Wheat straw,	" baled, per 100 pounds,	1	50
"	" unbaled, per 100 pounds,	1	

government, per day, 1 75

Hire of laborer, rations furnished by owner, per month, 75

Hire of laborer, rations furnished by government, per month, 45

Hire of horses, per day, 1 50

For the information of all persons concerned, we publish the following instructions, with the hope that they will be strictly obeyed.

"No officer, or agent, shall impress the necessary supplies which any person may have for the consumption of himself, his family employees, slaves, or to carry on his ordinary mechanical, manufacturing or agricultural employments."

R. V. BLACKSTOCK,
H. K. BURGWYN,
Com's. Appraisement for State of N. C.

Raleigh, April 9th, 1864. 2w

OFFICE COM. OF APPRAISEMENT,
Raleigh, April 20, 1864.

THE price of BEEF is hereby advanced as follows, viz:

Beef, good fresh, net per pound,	$1	10
" " salted, " " "	1	30
" " corn, " " "	1	50

R. V. BLACKSTOCK,
H. K. BURGWYN,
Com. of Appraisement.

Confederate, Greensboro' Patriot, Wilmington Journal and Fayetteville Observer copy two times in weekly.

Asheville Daily Citizen April 21, 1864

R. H. JARRETT,
CABINET MAKER,
AT
T. L. CLAYTON'S Foundry,
TWO MILES WEST OF ASHEVILLE.

THE SUBSCRIBER respectfully informs the community generally, that he is prepared to make to order, Cabinet and Household Furniture of every description, such as
CHAIRS, BEDSTEADS, BUREAUS, TABLES, SETTEES, DESKS, ROCKERS, &c.
in the best possible manner, and at prices that will defy competition.

The public are invited to call at G. M. Roberts' Store in Asheville, and examine my style of workmanship for themselves.

All orders left at Mr. Roberts' Store will be punctually attended to.

☞ Walnut and Hickory Lumber taken in exchange for Furniture.

R. H. JARRETT.

May 13. 419 tf

Asheville News May 20, 1869

Hazel Green Foundry.

THE undersigned having formed a co-partnership for the purpose of carrying on the above Foundry, respectfully inform their numerous friends that the works WILL BE RESUMED NEXT WEEK. Those who are desirous of having their orders speedily filled, are urged to send them in at once.

Cane Mills, Mill Machinery,

PLOUGHS and CASTINGS of every description on hand, or made to order at short notice.

Cooking Utensils, Firedogs, &c.

Particular attention given to repairing, all such work being done in the neatest manner.

☞ We are also prepared to furnish BRASS CASTINGS in whatever quantity required.

TERMS:

Cash, or Merchantable Produce. Old Castings taken in exchange for new work.

CLAYTON & McLELLAN,
Proprietors Hazel Green Foundry,
Asheville, N. C.

Sept. 24. 438 tf

Asheville News October 29, 1869

West Asheville Newspaper Articles

Articles from 1880 to 1889

Shope W R, 350 A, 2 m N
Shope B G, 130 A, 2 m N
Shope J M, 150 A, 1 m N
Stroup S A, 85 A, 1 m W
Stroup S F, 100 A, 2 m N
Stevenson D C, 97 A

SANDY MUSH.

A farmers post-office on creek of same name, 18 m W by N from Asheville. Tobacco planting and stock raising are the leading industries in the country around this office. Alexander, 14 m distant, is the nearest shipping point

Mails tri-weekly by horseback from Leicester—John Reeves, P M

Brown Frank, carpenter, 1 m S
Childs L L (Lee & Childs, Asheville), genl mdse, 1 m W
Davis John, blacksmith, 1 m W
Furguson Thos J, flouring mills, 3½ m W
Presswood J S, carpenter, 2½ m S W
Reeves John, flouring and saw mills
Reynolds J H, physician, 1 m W
Sprinkles & DeBoard, genl mdse and harnessmkrs, 1 m W
Wells A B, saw and grist mill, 4 m S W
Wilson J B, genl mdse, 1 m E

Magistrates.

Nash Wilson, 6 m S W
Wells Jno W, 3 m S
West Henry, 5 m S

Churches.

Big Sandy (union), 1 m W
Ebenezer (Baptist), 4 m S W

Principal Farmers.

Boyd R M, 300 A, 4 m W
Childs L L, 50 A, 1 m W
DeBoard T C, 60 A, 2½ m S W
Duckett D M, 230 A, 5 m S
Furguson T J, 250 A, 3½ m W
Garrett John, 700 A, 3½ m W
Jones J F, 587 A, 3 m S
King M A, 200 A, 4 m S
King V T, 65 A, 3½ m S
King J M, 160 A, 1 m E
Lowry J M, 40 A, 2 m W
Lunsford Henry, 200 A, 1½ m S
Payne W R, 200 A, 1 m E
Presswood I S, 66 A, 1 m S
Randall J L, 660 A, 2 m E
Randall W R, 375 A, 1 m S
Reeves John, 250 A
Reynolds J H, 200 A, 1 m W
Robinson M L, 330 A, 3 m W
Robinson J D, 420 A, 3 m W
Robinson A C, 500 A, 3 m W
Surratt O W, 180 A, 4 m W
Wells J W T, 205 A, 3½ m S W
Wells M C, 125 A
Wells Jno, 30 A, 4 m S E
Wells Jno W, 350 A, 3 m S
Wells A B, 300 A, 4 m S W
Wells D M, 270 A, 1 m W
Wells R C, 400 A, 4 m S E
Worley Henry, 66 A, 5 m S
Worley E J, 160 A, 2 m E
Worley W J, 1600 A, 1½ m S

SILVER SPRINGS.

A suburb of Asheville, beautifully situated on the W bank of French-Broad river, which is here crossed by a fine iron bridge. Contains a good hotel, two stores, and several other industries

Mails daily—J B Cole, P M

Cole J B, grower of small fruits
Henry J L (Henry & Cummings, Asheville), attorney at law
Hughes & Collins, genl mdse
Knight St Clair, genl mdse
Lambert Thos, boarding
Silver-Springs Hotel, A A Banks, propr

Silver Springs listings, Asheville City Directory 1883 – 84

Balm Grove Church, Silver Springs 1 m W

Banks, AA, prop. Silver Springs Hotel

Bethel Baptist Church, Silver Springs 3 ½ m NW

Cole, JB, moulder, res Silver Springs

Greenlee, Alfred*, blcksmth, nr WNCRR depot, res, west side of French Broad

O'Neal, Henry*, blcksmth wks Alfred Greenlee

Hege, CL, telegraph operator WNC RR, bds Silver Springs Hotel

Henry, JL, Henry & Cummings Lawyers, res Silver Springs

Mabry, RG, condctr, WNC RR bds Silver Springs Hotel

Silver Springs AME*, Silver Springs 12 m W

Wynne, LF, condctr WNC RR bds Silver Springs Hotel

***Colored**

.....

Hazel/West Asheville

Atkinson, Natt, lawyer & real estate agent, office at res Hazel Hill, West Asheville

University of North Carolina at Asheville
D. H. Ramsey Library
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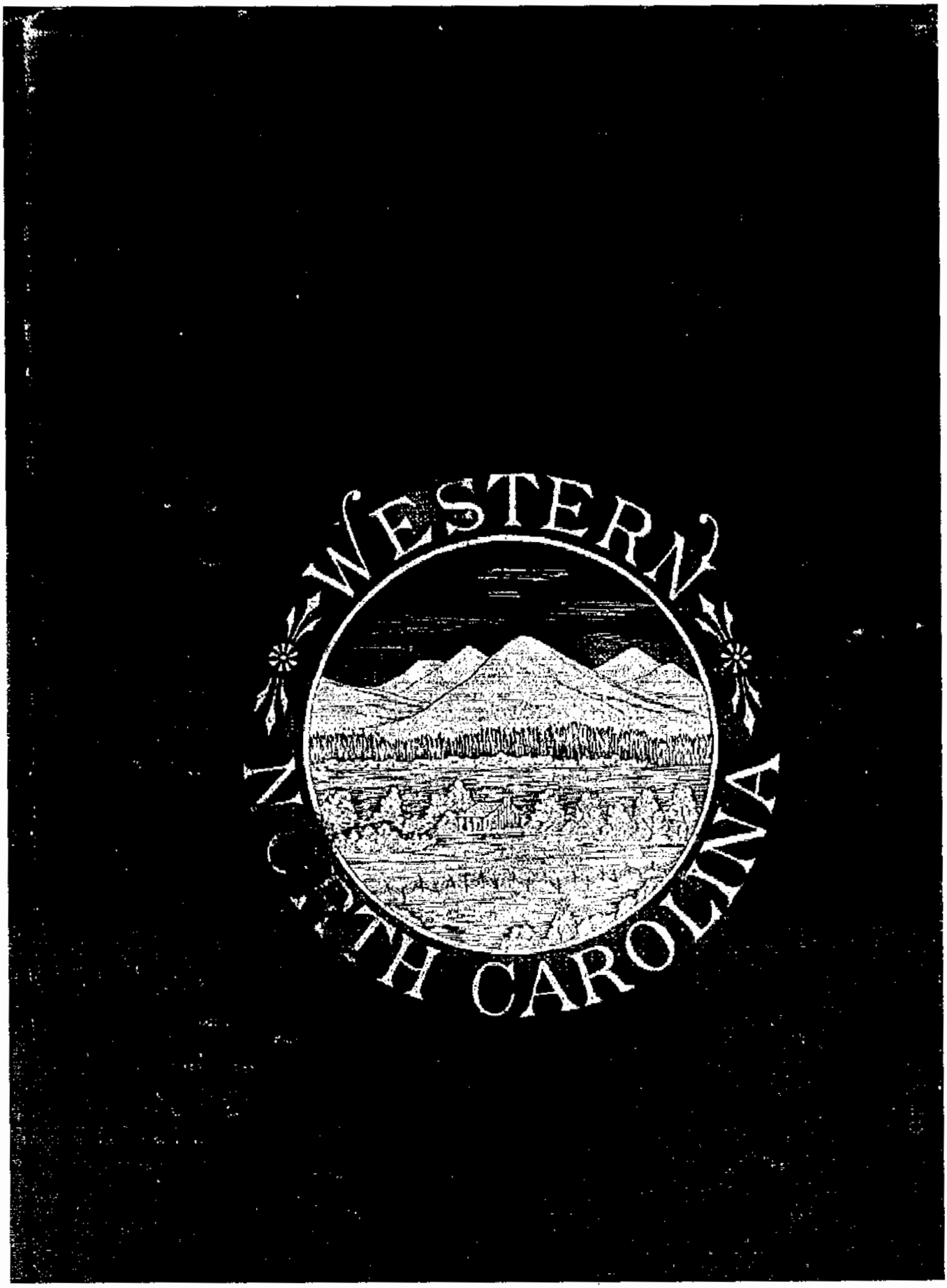
Book register for:

The Heart of the Alleghenies

by

Wilbur G. Zeigler and Ben S. Grosscup

Title	**The Heart of the Alleghanies; or, western North Carolina; comprising its topography, history, resources, people, narratives, incidents, and pictures of travel, adventures in hunting and fishing and legends of its wildernesses.**
Identifier	http://toto.lib.unca.edu/findingaids/books/zeigler/Default.htm
Creator	Wilbur Zeigler
Alt. Creator	Ben Grosscup
Subject Keyword	Allegheny Mountains ; Asheville, NC ; Hot Springs ; Abingdon, VA ; Battery Park Hotel ; Cloudland Hotel ; hotels ; travel and tourism ; Asheville, NC ; Eagle Hotel ; Swannanoa River ; French Broad River ; Marshall, NC ; Warm Springs Hotel ; minerals ; mountains ; rivers ; hunting ; fishing ; Paint Rock ; Hot Springs ; Arden Hotel ; Clingman's Dome ; Robbinsville, NC ; Waynesville, NC ; Hendersonville, NC ; Linville Falls ; Cherokee ; bears ; rattlesnakes ; William Holland Thomas ; Junaluska ; Younaguska ; Yellow Hill ; Western North Carolina Railroad ;
Subject LCSH	Zeigler, Wilbur Grosscup, Ben Asheville (N.C.) -- History -- Pictorial works Asheville (N.C.) -- Architecture Battery Park Hotel (Asheville, N.C.) North Carolina -- Social life and customs -- Pictorial works North Carolina -- Description and travel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NORTH CAROLINA

For fine Stereoscopic Views of
"THE LAND OF THE SKY"
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THE BEAUTIES OF WESTERN NORTH CAROLINA, EAST TENNESSEE AND NORTHEAST GEORGIA SCENERY,
SEND TO
NAT. W. TAYLOR,
Photographic Artist and Publisher of Steroscopic Views.
One dozen mailed to any address for $1.50, post paid.
Send for Catalogue.

SILVER SPRINGS HOTEL.

J. L. HENRY, ESQ., Proprietor.

(ON THE WEST SIDE OF THE FRENCH BROAD, NEAR THE ASHEVILLE DEPOT.)

This Hotel possesses all the conveniences and advantages of a suburban location, and complete appointments.

The verandas afford pleasing views in every direction. Within the large lawn are several mineral springs—Iron, Sulphur, and Magnesia. See illustration on page

ARDEN PARK HOTEL.

10 miles from Asheville, 12 miles from Hendersonville.
Supplies all the attractions and conveniences of
A RURAL HOME,
Reached by daily stages from both Asheville and Hendersonville. For particulars address
ARDEN PARK HOTEL, ARDEN, NORTH CAROLINA.

FLEMING HOUSE,

JOHN T. PATTERSON, PROPRIETOR.

MARION, McDOWELL, Co., N. C.

The largest and best hotel in McDowell county arranged for the accommodation of summer boarders. Good livery attached. Sample rooms and other conveniences for business men.

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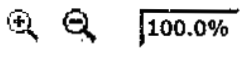
Horace Kephart: Revealing an Enigma

Craft Revival: Shaping Western North Carolina Pas Present



Silver Springs

Title	Silver Springs
Date Created	1883
Dimensions	6" x 4"
Description	Image is an illustration from Wilbur G. Zeigler and Ben S. Grosscup's late 19th century travel gu Alleghenies." The view is captioned, "SILVER SPRINGS/Property of Hon. J. L. Henry."
Subject - Topic	Appalachian Mountains -- Pictorial works
Decade	pre-1890
Creator	Zeigler, Wilbur G. Grosscup, Ben S.
Contributor	Alfred Williams and Co.
Creator Role	Author
Partner	Hunter Library
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The Asheville city directory and gazetteer of Buncombe County for 1883-'84 : comprising a complete list of the citizens of Asheville with places of business and residence ... (1883)

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Subject: Asheville (N.C.) -- Directories; Asheville (N.C.) -- History; Buncombe County (N.C.) -- Directories; Buncombe County (N.C.) -- History
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SILVER SPRINGS.

A suburb of Asheville, beautifully situated on the W bank of French-Broad river, which is here crossed by a fine iron bridge. Contains a good hotel, two stores, and several other industries

Mails daily— J B Cole, P M

Cole J B, grower of small fruits
Henry J L (Henry & Cummings, Asheville), attorney at law
Hughes & Collins, genl mdse
Knight St Clair, genl mdse
Lambert Thos, boarding
Silver-Springs Hotel, A A Banks, propr

GAZETTEEE OF BUNCOMBE COUNTY.

Churches.

Bethel (Baptist), 3^- m N W
Balm Grove (M E South), 1 m W
Episcopal (St Andrew's)
Methodist (col), 2 m W

Principal Farmers.

Brandt Jas, 96 A, 2 m W

Clayton E, 340 A, 1 m N

Collins T C, 61 A

Corn Wm, 67 A, 3 m W

Cowan Jas, 300 A, 4 ni N W

Henry J L, 300 A

Jarrett Jas M, 141 A, 2 m W

Ledford J M, 70 A, 1.} m W

Loniinac Wm, 180 A

Owenby W N, 100 A, 3 m N

Parham A K, 212 A, 3 m W

Eeynolds Mrs D M, 116 A, 1 m W

Eeynolds F S H, 129 A

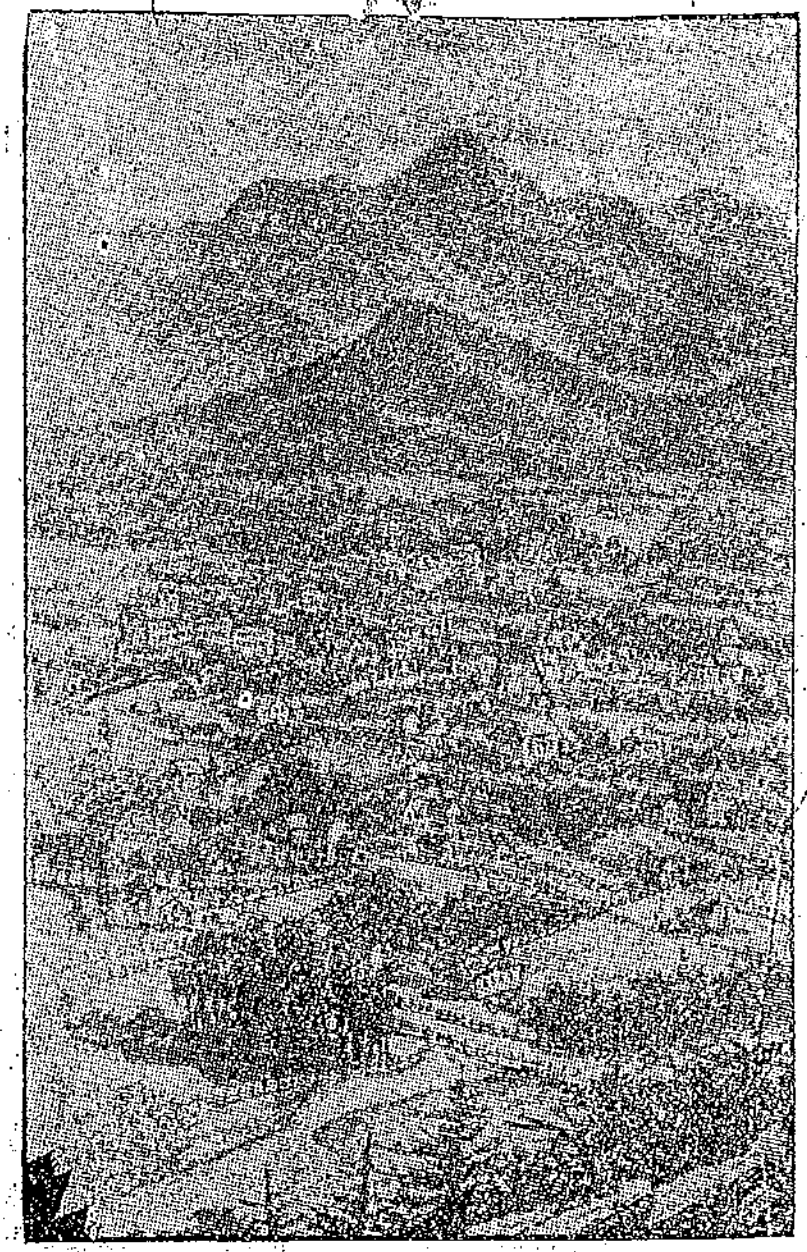
Eedmond Morgan, 181A, 3mNW

Eobertson M N, 350 A

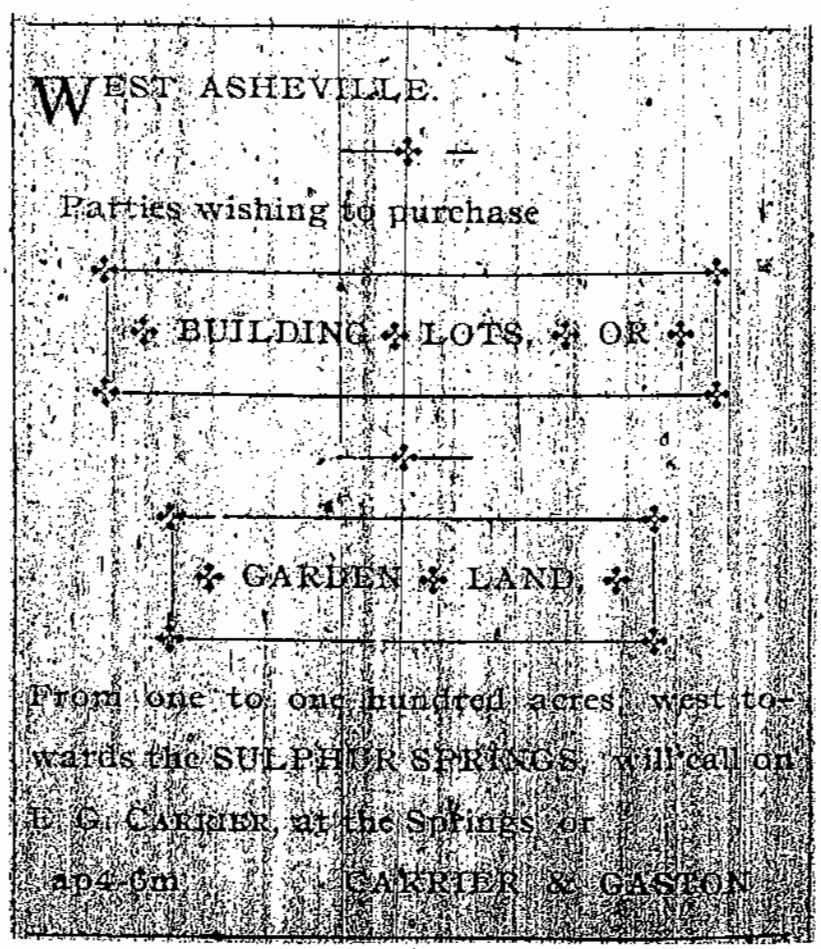
Smith E S, 140 A

Taylor G N, 100 A, 3 m W

PANORAMA CITY IN 1883



Asheville, 1883. Eastern side of French Broad near site of South's Bridge.


WEST ASHEVILLE.
Parties wishing to purchase
BUILDING LOTS, OR
GARDEN LAND,
From one to one hundred acres west towards the SULPHUR SPRINGS, will call on E. G. CARRIER, at the Springs, or
ap4-6m
CARRIER & GASTON

The Sun June 7, 1888

6/13/1888

WEST ASHEVILLE.

And Some of Its Enterprises.

We spent an hour or two yesterday at the Old Depot, in West Asheville, and was pleased to see so many signs of enterprise and prosperity in that locality. First, we visited the large mercantile establishment of J. M. Thrash & Sons, where we found a tremendous and well assorted stock of goods, and the five accommodating salesmen busy waiting upon customers. Mr. Thrash was packing up a two hundred dollar order of goods to be shipped to one of the western counties. This house does an excellent business and well deserves it.

We next visited the Asheville Ice & Coal company's works, where we saw the most beautiful blocks of ice being turned out, to fill the large orders received each day. The chief engineer in charge, Mr. J. C. Pigler, had his machinery working in the most perfect order. The same company is also erecting one of the largest roller process flour mills in the State, which will be in operation by the 5th of next month. The enterprising men at the head of these two factories, are Messrs. H. T. Collins and company, and they are doing much for Asheville and Western North Carolina.

The Cotton Factory, owned and conducted by the C. E. Graham Co., also attracted our attention. This valuable enterprise is now running night and day to meet the demands of customers. Orders are coming in every day, and the popularity of their goods is extending far into the North and South. A new addition is being erected, 138 feet long, which will make the main building 445 feet long by 55 feet wide. There are now 200 looms in operation and 64 more are to be put in at once, making in all 264 looms—2,100 more spindles will also be put in, making the total number 6,300. The pay roll each month amounts to about $3,500, and when the other looms and spindles have been added, it will run up to nearly $5,000 per month. This item will give our people some little idea of the great benefit such an institution and such enterprising men as those controlling it, are worth to our community. We only wish that we had a dozen or two such men.

While speaking of the manufactories in this part of our city, we must not fail to mention the Asheville Lumber and Manufacturing Co. We found Messrs. Grant, Marr and West, the enterprising young gentlemen who manage these mills, with their coats off and hard at work. They are taxed to their utmost to fill orders as fast as they are received for building material. Their machinery is all new and they employ skilled workmen. They work from twenty-five to thirty men.

All of the above enterprises are worthy of the support of our citizens, and the SUN wishes them continued prosperity.

Repealed. Priv. Laws. 1895, 411

CHAPTER 201.

An act to incorporate "The West Asheville Improvement Company."

The General Assembly of North Carolina do enact:

Body politic.

SECTION 1. That E. G. Carrier, R. J. Gaston, J. P. Gaston, J. D. Carrier. Burt Denison, F. T. Merriwether, D. C. Waddell, J. G. Martin, and their associates, are hereby declared a body politic and

Corporate name.

corporate under the name and style of "The West Asheville Improve-

Corporate powers

ment Company," and under that name and style may sue and be sued, plead and be impleaded, in any and all the courts of this State, contract and be contracted with, and adopt and use a common seal, which they may alter at their pleasure.

Capital stock.

SEC. 2. That the capital stock of said company shall be five hundred thousand dollars ($500,000), with the privilege of increasing said stock to an amount not to exceed one million dollars ($1,000,000), to be divided into shares of one hundred dollars ($100) each. The individual

Non-liability of stockholders.

members of the company shall not be liable for debts contracted by the corporation.

Organization.

SEC. 3. That whenever the sum of five hundred dollars ($500) has been paid into the capital stock, it shall be the duty of said corporators, or any five of them, to call a general meeting of the stockholders,

Directors.

and at such meeting to elect five directors, one of whom shall be

President.

elected president by said directors, whose term of office shall be one year, and [shall] hold their offices until others are chosen.

Treasurer.

SEC. 4. That it shall be the duty of the president and directors to elect a treasurer who shall remain in office such a length of time as the by-laws may determine.

Annual report.

SEC. 5. That it shall be the duty of the directors and treasurer to make a report at least once a year to the stockholders, on the state of the company.

Place of business.

SEC. 6. That the principal place of business of said corporation shall be in West Asheville, North Carolina.

By-laws.

SEC. 7. That the said corporation shall make such rules and regulations and by-laws as may seem proper to them for the government

Bonds.

of the corporation, and to require bonds from such officers as they may choose for the faithful performance of their duties, payable to the corporation.

Corporate powers.

SEC. 8. That said corporation shall have power to take, by purchase, lease or other operation of law, any lands, tenements and hereditaments within Buncombe county, in the State of North Carolina, to such an amount as to them shall seem proper, and to hold and convey the same through their president, treasurer, and other proper officers, as freely as citizens of this State can or may do. They shall have power to develop the resources of said lands by building, mining or otherwise; to aid, encourage and promote immigration into the property of the company; to deal with, manufacture and render salable the timber found on said property; to subscribe to the capital stock of any and all enterprises which may be projected in this State; to buy, manufacture and sell all kinds of goods, chattels and effects required by the company; to construct mills, work-shops, hotels, or other business premises, and maintain them; to sink mines for the purpose of mining minerals and coal; to build and equip with rolling and other stock, and build and operate rail, tram, turnpike or other roads connecting the property of the corporation with any roads of any and all kinds, and to that end may build bridges, dams and culverts across streams or depressions; to establish and maintain telegraph lines, canals, aqueducts, reservoirs, streets, gas works, and any other works that may be deemed necessary or convenient for the business of the corporation. And to further each and all these ends this corporation has hereby conferred upon it all the powers, rights, privileges and immunities conferred upon railroad companies and telegraph companies by chapter forty-nine of The Code of North Carolina, entitled "railroads and telegraph companies." And whenever it may become necessary, for the purpose of constructing their roads, canals, dams, or other works, to enter upon any lands to which they may not have title or the right of possession, and is unable to agree with the owners thereof for the compensation therefor, the mode of procedure to secure the condemnation of such lands shall be as prescribed by law. They shall have power to purchase, lease, or otherwise acquire, any real property in said county, and they may also acquire any personal property by purchase or otherwise, and take title thereto in the name of the company; to sell, grant and convey, improve, manage, develop, lease, mortgage, dispose of or otherwise deal with all or any parts of the property of the company through their proper officers; to lend money; to make, accept and execute promissory notes and other negotiable instruments; to raise money in such manner as the company may see fit; to issue mortgage bonds upon any and all the company's property; to deal in all mineral products, crude and manufactured. They shall have power to erect and maintain cotton-factories, woolen-mills, saw-mills, grist and flouring mills, and all other mills and factories which the said corporation shall deem it suitable to erect and maintain; and to do all such other things as are incidental or conducive to the attainment of any or all of the above objects. They shall have power to erect and maintain iron-foundries and steel-furnaces.

SEC. 9. That this corporation shall exist and be in force and effect for a period of ninety-nine (99) years from the day of the ratification of this act.

SEC. 10. That all sections or parts of sections of chapter forty-nine (49) of The Code of North Carolina in conflict with the provisions of this act are hereby declared inoperative so far as they affect the privileges, rights and powers hereby conferred.

SEC. 11. That this act shall be in force from and after its ratification.

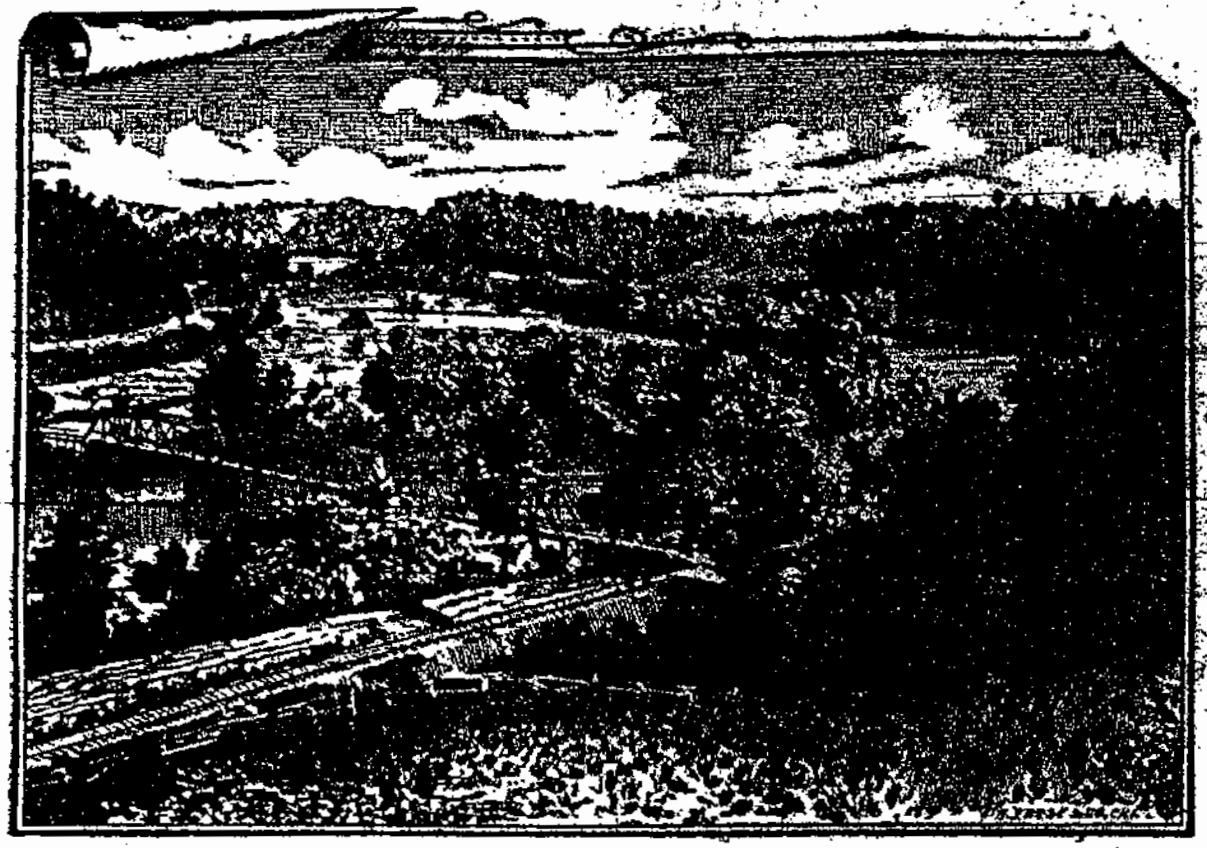
Ratified the 11th day of March, A. D. 1889.

From the Buncombe County Law Library
Private Laws 1889

Four miles west of Asheville are the famous Sulphur Springs, resorted to for three-quarters of a century. These springs are four or five in number, remarkably copious, and have a reputation for curative effects in high degree. They are now adorned with the capacious, elegant and well kept Sulphur Springs Hotel, and are a favorite and fashionable resort.

The Weekly Citizen, Illustrated Edition July 25, 1889

FOR SALE!



"The scene is near Asheville, N. C., and is a representative view in a North Carolina valley; on either side are those glorious accessories, the hills, clothed with verdure to their very tops, while down the center the famous French Broad courses its winding way. The railroad may be seen now crossing and recrossing in many a place, and then pushing along the river side for a long distance until some erratic bend coerces it into a change of course. It is indeed a beauty spot, and affords much subject for careful study. Mr. Brown is a true artist in feeling. We have seen prints from many a one of his lovely negatives, of which this view is one of the best."—*Wilson's Photographic Magazine, July, 1889, Page 438.*

The hills overlooking the above view, lying on the west side of the French Broad, and opposite the northwestern boundary of the City of Asheville. Eighty-five acres, cut into four lots, containing from 12 to 30 acres each; well tim-

The hills overlooking the above view, lying on the west side of the French Broad, and opposite the northwestern boundary of the City of Asheville. Eighty-five acres, cut into four lots, containing from 12 to 30 acres each; well timbered and watered. Charming sites for

SUBURBAN HOMES.

The first to purchase will get the best bargain.

Asheville Daily Citizen September 29, 1889

Upon the completion of my new house, say December 1, next, I shall offer for sale or for a long lease the cottage in which I now live. The cottage contains eight rooms, and has all the belongings of a comfortable summer home, such as servants' houses, large stable and carriage house, ice house, dairy, hot and cold water, etc.

The land to go with the property will include

25 OR 83 OR 186 ACRES,

At the option of the purchaser. The title to the property carries with it the right of way over my road and bridge.

TERMS:

One-fourth cash, balance on time to suit the purchaser; ten years if desired.

Dairy may be leased or sold separately. With it will go 20 milk cows, large cow house, 4 tenants' houses, 200 acres of improved land, and all the appurtenances of a well established business. Apply to

RICHMOND PEARSON.

Hazel Green Mills.

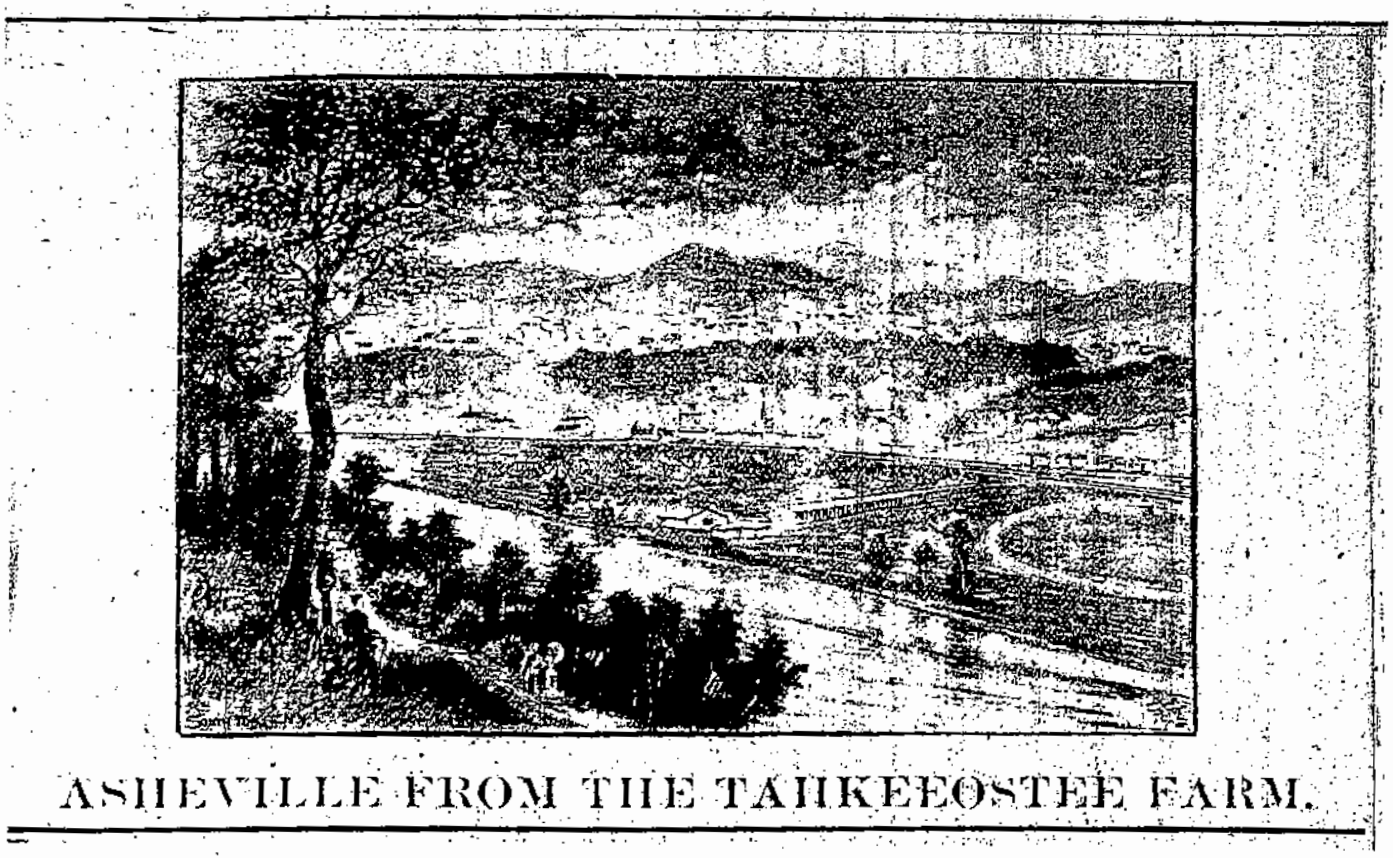
Mr. A. E. Clarke, superintendent of the above excellent mills, located in West Asheville, informs us that new rollers are being added to the mills with purifyers, new cloths, etc., in fact a complete new outfit, making the mills equal to the best in the country. The owner, Mr. W. E. Logan, is determined to equip his mills throughout with the latest and best machinery for the best work. The work of improvement goes steadily on throughout our section.

Asheville Democrat October 24, 1889

A Great Institution.

It may not perhaps be generally known to the readers of THE DEMOCRAT that West Asheville has located in its center and educational institution conducted upon the same principles and rules as those governing the city's graded schools. Such is a fact, however, and notwithstanding the Kindergarten school has only been established two weeks over one hundred pupils are in daily attendance. The school is under the management of Miss S. Garrison, and is supported by the contribution of several enterprising and philanthropic citizens of West Asheville, among whom are Mr. H. T. Collins who donated $100; S. B. Graham $100; W. B. Marx $25, and others. The Sunday school of the First Baptist Church also contributes $50 to the school fund, and the Church street Methodist church will make a similar donation. The Woman's Christian Temperance Union and Asheville Division Sons of Temperance will each raise a liberal fund for the support and maintenance of the school. Several small contributions in cash have been made, and the rent of the building in which the school is carried on is donated by Mr. Richmond Pearson. The public school sixty students, under the direction of Miss Maggie Dukes, is another of West Asheville's educational institutions of which the people in that section may well be proud. Between 250 and 300 children, of school age, reside in the western section of the city who are thus already benefitted by the establishment of those institutions, due alone to the big heartedness and genuine philanthropy of a few liberal and progressive spirits.

Asheville Democrat October 24, 1889



ASHEVILLE FROM THE TAHKEEOSTEE FARM.

Asheville Democrat November 14, 1889

IN MEMORIAM.

The Meeting in Asheville in Memory of Jefferson Davis.

About 2 p. m. on Friday the telegraph announced the death of Jefferson Davis, which occurred at the home of Judge Fenner in New Orleans at 12.45 a. m. Friday morning.

Upon the announcement of the death in the court house, Hon. Spier Whitaker, judge presiding, adjourned court for the day.

Immediate steps were taken to give expression to the great sorrow which the people of Asheville felt at the sad announcement.

By order of Mayor Blanton, the bell on the court house was tolled, and he also issued a call to the citizens to meet in the court house that night.

Promptly at 8 o'clock the court house was filled. Mayor Blanton called the meeting to order, and on motion of Capt. T. W. Patton, was called to preside over the meeting. Representatives of the press were made secretaries.

Gen. T. L. Clingman was the first speaker, his long association with Mr. Davis in the Congress of the United States, and his services under him during the war entitling him to speak first. He gave a short, but eloquent, sketch of some of the more prominent characteristics and public services of the dead chieftain.

At the close of this speech Capt. Nath Atkinson offered the following appropriate tribute, which was unanimously adopted by a rising vote:

Whereas, God, in His infinite wisdom, has seen fit to call to Himself Jefferson Davis, so dear to every Southern heart,

Resolved, That in life he was an example of the highest type of the soldier and the statesman, and in his death is taught the ultimate and grand success of such a life.

Resolved, That we recognize and deeply deplore this great loss upon our entire Southland, and with grieved and bruised hearts we bow in submission.

Resolved, That in the death of Jefferson Davis every true Southerner must experience sincere grief, and acknowledge and deplore the loss of the man in whom the hearts and affections of the Confederacy were centered and united.

Resolved, That his death stirs from their depths the devoted love of his old soldiers, who in ever decreasing numbers still hold dear the patriotism which he exhibited during the long years of struggle to establish the glorious but lost cause.

Resolved, That his death should enable every true American to acknowledge the surpassing grandeur of his character as exemplified in the manly manner in which he bore his misfortunes; "though reviled reviling not again," but setting a brilliant example which, if followed, will tend quickly to the restoration of the welfare of his country.

Resolved, That the mayor and aldermen be requested to devote a page of the records of this city, upon which these resolutions shall be transcribed, and as sacred to the memory of the honored dead.

Resolved, That all Confederate soldiers be requested to wear a small badge of mourning for thirty days.

Resolved, That it is especially appropriate that this meeting of North Carolinians should commemorate the virtues of him whose last public utterance was a vindication of the Old North State.

Resolved, That the mayor be requested to suggest to all business houses the propriety of closing during the hour appointed for the burial.

Resolved, That the following be adopted by this meeting as a suitable epitaph to Jefferson Davis:

In his consistency without a peer,
In his honor impregnable,
In his courage invincible,
In his fortitude heroic, and
In his loyalty sublime.
No country e'er graced by nobler dignity.
He lived the personification and essence of Southern honor and chivalry, and in his death his life stands magnified.

Resolved, That these resolutions be published in the Asheville papers, and an engrossed copy sent to Mrs. Davis.

Pending the resolutions the following named gentlemen made short and touching addresses in honor of Mr. Davis:

Messrs. Atkinson, Sondley, Adams, McBrayer, H. A. Gudger, M. E. Carter, A. T. Davidson, Gilmer, Stringfield, Patton, Carroll, Ray, Chichester, Craig, Martin, Malone, Shuford, Baird, Reynolds, Whitson, Jones, Sawyer and Millard.

Mr. Chichester moved that every ex-Confederate in the country be requested to contribute one dollar each toward a monument to the memory of Mr. Davis, but withdrew the motion for consideration at a future time.

The following buildings were promptly draped in mourning: The offices of The Citizen, The Evening Journal, The Democrat, the National Bank of Asheville, The First National Bank, The Western Carolina Bank, The City Hall, The Johnston Building, by the Athletic Club, Miss LaBarbe's millinery store, Bostic Bros. & Wright, Pelham's drug store, Patton avenue, C. D. Blanton & Co., A. Whitlock, on South Main street. The United States flag was placed at half-mast on the Grand Central Hotel.

At 11.30 the Asheville High Infantry, under command of first lieutenant Duff Merrick, formed in front of the court house, and preceded by chief of police Baird and assistants, took up the line of march, followed by Mayor Blanton and the city council, and ex-Confederate veterans under command of Col. J. M. Ray.

Upon arrival at the church, the veterans and military were assigned seats. Col. J. M. Ray, Vice President of the Buncombe county C. V. A., presided.

Then followed:

Voluntary by choir.
Prayer by Rev. Dr. S. N. Barker.
Music by choir.
Reading of selections from the burial service by Rev. Dr. Jarvis Buxton.
Recitation of "The Conquered Banner," by Miss Willie E. Ray.
Addresses by Rev. Dr. J. L. Carroll, Rev. Dr. W. S. P. Bryan.
Music by choir.
Addresses by Rev. Dr. W. A. Nelson, Rev. Dr. G. C. Rankin.
Prayer by Rev. Dr. Robertson.
Music by choir.
Benediction by Rev. J. S. Burnett.

Ushers—Messrs. J. A. Porter, W. H. Penland, Jno. McDowell, W. B. Troy.

The church was beautifully draped with suitable emblems of sorrow.

All the church bells tolled from 11.30 to the beginning of services.

The services were just what they were designed to be, solemn, sorrowful, sympathetic, heartfelt, from beginning to end. Nothing occurred that did not represent the feelings and sentiments of every true Southerner; nothing that every American citizen could not, and we believe would not, most heartily join in.

The singing by the choir and the selections were admirable, conducted by the veteran master of music, Professor V. Ehringer. The recitation of The Conquered Banner by little Miss Willie Ray was well done, and in a manner which elicited the sympathies of all, and caused the tears to course down cheeks of those who had followed it in battle and loved and revered its memory. Of the other features of the program we desire to speak hereafter.

Two colored ministers occupied positions within the railing of the pulpit.

The last sad rites of respect to the dead chieftain have been performed, and he now is at peace with his God and we pray with all mankind. In loving his

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The last sad rites of respect to the dead chieftain have been performed, and he now is at peace with his God and we pray with all mankind. In loving his memory and exulting his virtues those who most mourne Mr. Davis to-day but give the best guarantee of that higher and better citizenship which is to make the future of our common country and its liberties, and its grandeur perpetual, everlasting, the standard of the world for the highest type of human government.

Asheville Democrat December 12, 1889

WEST ASHEVILLE.

WHAT THE IMPROVEMENT COMPANY WILL DO.

Electric Railway—Iron Bridge—Broad Avenues—Extensive Park—Magnificent Hotel—Mountain Water—Gorgeous Views.

Now that Asheville has become a business centre, as well as a resort, its suburbs are being built up with fine residences. But a demand for building sites has been created which can only be filled by some place remote from the city, surrounded by picturesque scenery, and yet easy of access, and affording a speedy communication with Asheville proper. Such a place has been found in the lands of the West Asheville Improvement Company, which was incorporated in 1889 with a capital of $500,000, and whose president is Mr. E. G. Carrier. Leaving the square on the electric car, the new depot is reached in a few minutes. From this point a new electric road will be built by the West Asheville Improvement Company up the French Broad, running parallel with the W. N. C. R. R., and crossing the track below the junction of the Swannanoa and the French Broad, near the saw mill of the Buncombe County Lumber Company. At this point an iron bridge is in process of construction. Two large stone piers have already been erected. Supported by these, a single span, 250 feet in length, will join the banks of the stream. On this side the approach will be filled in with dirt, while on the other two spans of 46½ feet each will connect it with the French Broad avenue, which is now being opened. The bridge is being constructed by the Wrought Iron Bridge Company, of Canton, Ohio. Their representative, Mr. Thos. Shorbe, is now overseeing the work and expects to begin putting up the iron supporters, etc., in a week. The engineer is Mr. H. M. Ramseur, and the stone work was given by contract to Mr. H. M. Smith. The bridge, besides having a track on it for the electric railway, will have a walk, five feet wide, for foot passengers, and a wagon track, fifteen feet wide. It will be a toll bridge, and is under contract to be finished by the first of October, 1890.

The electric road will cross this bridge, and, turning to the left, curve along by the side of the French Broad over a corner of Tahkeostee farm, until it strikes the lands of the West Asheville Improvement Company a short distance above the bend. This property consists of 506 acres of land, and is all that stretch of territory which runs along the western boundary of Tahkeostee farm to the Sulphur Springs road, and extends up this road to the small frame church and then sweeps due south until it ends on the banks of the French Broad. It has a The French Broad avenue, which is 100 feet wide, skirts the banks of the river at the base of the gentle slope, which sweeps back until it reaches a commanding height 200 feet above the surface of the stream, and then sinks gradually, forming a small depression, or ravine, and then, ascending once more, spreads out into a broad plateau, which, with its well timbered and level expanse, stretches back to the Sulphur Springs road. Running parallel to the French Broad, various avenues, 100 feet in width, are being opened, intersected by cross streets, which are 60 feet in width. On the southern side of this slope three rows of lots, 100x200 feet, have been laid out, and on the crest are two more rows, which adjoin a tract of 20 acres, which is to be made into a park. From any point on the property you can see the French Broad winding up and down the valley, twisting in and out in broad curves, until it is hidden by the lofty mountains in the distance. Far up the mountain top, on the opposite shore, Vanderbilt's mansion will be seen overlooking the entire valley, while Col. Connally's residence stands on the summit of a promingence further down the stream, boldly outlined against the sky. And off in the distance lies Asheville clearly visible, as it sweeps down from the base of old Beaumont, encircled by its protecting chain of mountain peaks.

The water will be brought through a five mile line of eight inch pipes from Spring mountain, which has been purchased by the company, and lies southwest of West Asheville. On this mountain are four large springs and two smaller ones, which can furnish enough water to adequately supply a population of 100,000 people. The electric road, skirting the base of the slope, owned by the company, will continue in a direct line over a branch until it reaches Hominy Hill, leaving it where it makes a strong [illegible] to the Sulphur Springs hotel.

A branch road will be constructed, which will run diagonally from a point half a mile above the toll bridge to the small church on the Sulphur Springs, and another branch road will start a short distance above the church and run south past the Bungalow, and strike the main railway at the middle point of the tongue of land caused by the junction of Hominy creek with the French Broad river. The total length of the electric railway will be six miles, which will be constructed at a cost of $35,000. The work of grading the streets and constructing the railway will not be begun until February, when the president of the company, Mr. E. G. Carrier, who is now in Florida, will be here to give it his own personal supervision.

It will be only fifteen minutes ride from the depot to the Sulphur Springs hotel, which, with its 800 acres of surrounding timber land, is owned by the company. The hotel has been leased for ten years by Dr. Karl von Ruck, who is at present at the head of Winyah Sanitarium. The 65 acres adjoining the hotel are included in this lease. Forty of these will be laid out in a fine park, with well graded walks and drives, and pleasantly located summer houses. Dr. von Ruck gives as his chief reason for leaving his present building that he wishes to go where the air is not full of dust, caused by not watering the streets, and that he also desires a level stretch of shaded grounds, where his patients can take their exercise without being doomed to be everlastingly either plodding up or down hill.

The hotel will be enlarged by having an L added, which will give a capacity of 125 rooms. New plumbing will be put in and all sanitary conveniences will be introduced. There will be passenger and freight elevators, billiard rooms, parlors and reading rooms and fire escapes on each floor. Wide verandas will enclose the first and second stories, giving 1,500 lineal feet of piazza. The whole house will be furnished in the best style. The floors will be painted and covered with rugs, and the walls and ceilings will be painted. By this means the rooms can be kept thoroughly disinfected, by taking up the rugs and washing the floors and walls with disinfecting solutions. Everything will be done to remove the slightest danger of transmitting disease by germs.

The water will be brought from two springs, which are two miles and a half in the rear of the hotel, and at an elevation of 360 feet above it. By means of a hydraulic ram the water from the sulphur springs near by will be carried into the hotel, where it can be used for drinking purposes or for baths. Also 140 acres in the rear of the hotel are to be converted into a woodland park.

The work will not be begun until spring, but the company is bound by a heavy forfeit to have it completed by the first of October, 1890. The total cost of the contemplated improvements in the hotel will be about $30,000.

A descriptive brochure of the properties of the West Asheville Improvement Company was issued recently from the presses of THE CITIZEN Publishing Company. In typographical taste and perfectness of execution it stands as a Southern work without a peer, and ranks side by side with the work of any part of the United States. It is beautifully illustrated by photo-engravings from sketches taken from the Sulphur Springs hotel and other points in the vicinity. The plates were executed in Chicago, but the printing, a

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Buildings are already being put upon the company's land. Dr. Neal Wright is erecting several fine residences, and Mrs. Denison is having a home built there. The First Presbyterian church has purchased a lot and will probably build in the spring.

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Asheville Citizen December 28, 1889

West Asheville Newspaper Articles

Articles from 1890 to 1892

Lindseys Guide Book to Western North Carolina, Illustrated.

Asheville, The Randolph-Kerr Printing Company, 1890.

SULPHUR SPRINGS.

This famous health resort is situated about four and a half miles south-west of the city. It was a very popular summer resort for wealthy Southerners before the war, and up to the time the old hotel was burned.

This fine property is owned by Mr. E. G. Carrier, who has recently completed an excellent brick hotel and otherwise improved the grounds.

The hotel and grounds have recently been leased for a term of 3 years by Dr. von Ruck, of Ohio, to be fitted up and converted into a first-class sanitarium. An electric street railway is being built from the city to this place, which will, doubtless, make it at once the most popular resort in this entire section.

The present route is down Patton Avenue from **Court Square**, across the river at **Smith's Iron bridge** and out the main road, which is one of the most pleasant drives about the city,

Lindseys Guide Book to Western North Carolina, Illustrated.

Asheville, The Randolph-Kerr Printing Company, 1890.

TAHKEEOSTEE.

Tahkeeostee Farm extends along the west side of the French Broad River, opposite the passenger depot. This drive is a most delightful one, and affords many beautiful views of mountain and river, as well as a very fine view of the city.

There are two routes to this point, one via Patton Avenue and across the River on Smith's bridge. The other via South Main street, the passenger depot and the iron bridge near the mouth of the Swannanoa River.

ASHEVILLE 1880-1889

THE WONDERFUL RECORD OF A DECADE.

The Annual Report of the President of the Asheville Board of Trade.

At the annual meeting of the Asheville Board of Trade I think it proper that a report be made on the business of the city at the present time, its prospects for the future, and in doing so, view it in its relations to the past, thus instituting a comparison between its condition in 1880 with what it is now at the beginning of 1890.

With this object in view, I commenced a few weeks ago to collect matter for this report, intending to confine myself to a brief review of the mercantile interests of the city, as illustrated by the business of the past year. But as I advanced in the collection of facts and statistics so much sprang up before me, suggested by the original subject of investigation, that I felt it to be a duty as well as a pleasure to embrace other topics proving what a grand exhibit we could make of the developments of the city in all its relations to population, enterprise and achievements within the past ten years.

The statistics presented have been compiled with great care, and are approximately accurate.

It has been a widely conceived, but assuredly an erroneous impression that Asheville is purely a health and pleasure resort. To that feature I offer no dissent. It deserves all that is said of it in that regard, and year by year it adds largely to its seekers after health and pleasure. But to the charms of climate and scenery we add unsurpassed inducements to the investor, the manufacturer, the artisan, the merchant, and all seeking homes, either for pleasure or profit. For the proof:

The real estate transactions for the past year amounted to $819,000. And this has been done without the influence of a boom, but in the natural order. The large purchases of Mr. George Vanderbilt in the vicinity of Asheville are not included. Mr. Vanderbilt on his visits to Asheville saw how he could judiciously employ his money, and indulge his tastes by getting possession of and adorning large tracts of land, embodying every variety and feature of natural beauty. He acquired on the south side of the Swannanoa river, and along the French river about 6,000 acres, for which it is estimated he paid half a million dollars. He is now engaged in the developing of his plans, building costly residences, outbuildings, farm houses, stables, etc., laying out extensive roads and drives, planting orchards, forming plantations of evergreens and other trees. He has employed in that work to-day about 300 hands and fifty teams. I mention this more carefully because the example of Mr. Vanderbilt may not be lost upon others, and because his large purchases have not taken up all the eligible locations in the vicinity of Asheville.

As indicating the steady and continuous growth of the city, I will state that during the year 1889 there were erected here 184 buildings at a cost of $528,800.

There are fifteen manufacturing and lumber establishments within the city limits, with an aggregate capital of $800,000, doing an annual business of $1,100,000. Among these are the C. E. Graham Manufacturing company's mills, employing 250 hands and running 260 looms and 6,100 spindles, the output being 6,000,000 yards of cotton goods annually; the Asheville Cotton Mills company, employing 150 hands; the Asheville Roller Mills company, employing 25 hands; the Asheville Steam Laundry company, employing 30 hands; the Asheville Steam Planing Mills company, employing 50 hands; the Asheville Steam Planing Mills and Lumber company, employing 50 hands; the Asheville Manufacturing and Lumber company, engaged in the same business.

To these may be added a soda water and bottling establishment, three large tobacco sale warehouses, a number of tobacco prize houses and several sash and blind factories. The banking capital of the city in round numbers is three hundred and twenty-two thousand dollars. Capital on deposit amounts to about a half million dollars. There are in the city eight hotels and twenty-seven boarding houses, some of the hotels being of such a character as to have achieved national reputation. They have provided excellently for the forty thousand visitors who came to Asheville during the past year. As a new feature in the movement of travel I will state that these hotels and boarding houses are now filled with strangers from all parts of the country, proof that Asheville has a reputation as a winter as well as a summer resort. There is here probably the best water supply in the United States. There is a complete system of sewerage, securing cleanliness and health to every street and lot in the city.

Following is the weather report of Dr. Karl von Ruck, observer U. S. Signal Service Station, for the year ending October 31, 1889:

Mean annual temperature 54.53° F., mean maximum temperature 65.59° F., mean minimum temperature 44.90° F., absolute maximum temperature 77.61° F., absolute minimum temperature 30.06° F., mean daily range of temperature 20.61° F., mean daily variation of temperature 3.09° F., mean relative humidity 69.55, [illegible] humidity 85.49 grains.

There are sixteen churches for all denominations and both races, one public library, three club houses, and a Y. M. C. A.

There are two fire companies and a Gamewell fire alarm system, and also a telephone system.

There are two daily newspapers, besides six weekly and one monthly.

Our railroad system connects us speedily with all parts of the country with double daily trains. It may be stated here that in our population are included about two thousand residents of Northern and foreign birth, the latter being chiefly English and Scotch.

The city has a debt of $240,000 in water works and sewer bonds bearing 6 per cent. interest.

There are one hundred and forty-four business houses in the city; and in this connection I will state that last year there were only two failures, and those for small amounts. This is highly creditable to the good business judgment and high intelligence of our merchants, and it presents a record unsurpassed by any town of similar size in the whole country.

The State, county, city and school tax is $1.78 per annum on the $100 worth of property. The assessment of property is about 50 per cent. of the actual value. A city ordinance passed about three years ago exempts from taxation for five years all manufacturing establishments having a capital of $5,000 and over.

The business outlook for the current year is very bright, and promises to be of unusual activity. Several large real estate transactions are now being negotiated, which will involve large expendi-

sent. It deserves all that is said of it in that regard, and year by year it adds largely to its seekers after health and pleasure. But to the charms of climate and scenery we add unsurpassed inducements to the investor, the manufacturer, the artisan, the merchant, and all seeking homes, either for pleasure or profit. For the proof:

Ten years ago Asheville contained a population of 2,610. To-day she has a population of 12,000.

In 1880 the assessed value of the property in the city was $904,428. To-day it is $4,893,234, an increase of 500 per cent. in ten years.

In 1880 the mercantile business amounted to about $500,000. The total business of the city for the year 1889 amounted to $4,956,090.64.

The increase of business in 1889 over the business of 1888 was 25 per cent.

In 1880 there were sold on the Asheville tobacco market 150,000 pounds of leaf tobacco for which was paid $12,000. At the close of the tobacco year ending September 1, 1889, there had been sold 4,178,888 pounds, for which was paid $422,470.20. I am informed by the secretary of the Tobacco Association that the sales from the 1st of September, 1889, to the present time show an increase of about 20 per cent. over any previous year for the same length of time.

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The Asheville Furniture and Lumber company are employing about 60 hands and engaged in making out of the fine natural woods elegant and durable furniture which has already received a large demand at home and abroad.

The Asheville Milling company is making on a very large scale very superior patent roller process flour and all other products of a flouring mill.

The Asheville Tobacco Works manufactures fine chewing and smoking tobacco.

An Ice Factory is supplying all local demands and the summer wants of the neighboring towns.

A Shoe Factory employing about 80 hands making all varieties of shoes and already securing a large and widely extended patronage.

The Demens Manufactory of all kinds of lumber, sash, blinds, store fixtures and making a specialty in the working of hard woods.

The French Broad Lumber company with steam saw mill, dealers in all kinds

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Average number of clear and fair days in each month 24 5-10.

Average number of cloudy and rainy days in each month 5 6-10.

There were only ten days in the year in which there was no sunshine.

Average number of days on which 1-100 of an inch or more of rain fell in each month 9 7-10.

Average monthly rainfall including melted snow in inches 3.14-100.

Total rainfall for the year in inches 37.68-100.

Mean annual barometer corrected for temperature and reduced to sea level, 30.17.

Prevailing winds, N. and N. W.

Average amount of ozone present of possible 100, 54 per cent.

There are four miles of electric street railway running to the most prominent points in the city. There are two systems of electric lighting, the arc and incandescent, by which the streets are lighted and also business houses, public buildings and private dwellings. In addition to these there are gas works which share largely in such uses.

There are three graded schools for white pupils and one for colored pupils, educating altogether twelve hundred children. There are, moreover, two male academies, two female colleges, one female high school and one theological school.

is about 60 per cent.

A city ordinance passed about three years ago exempts from taxation for five years all manufacturing establishments having a capital of $5,000 and over.

The business outlook for the current year is very bright, and promises to be of unusual activity. Several large real estate transactions are now being negotiated, which will involve large expenditure of money in improvements.

The manufacturing business of the city is enlarging rapidly, and I make the prediction that within the next ten years Asheville will be the largest hard wood manufacturing city in the South. Dr. C. D. Smith, the well-known scientist of Macon county, stated that Western North Carolina contained the hard wood in which the world is to be supplied in the next fifty years. With one exception North Carolina has the largest per centage of forest area of any of the Southern States, that area in acres being 57.9 of the whole, and this per centage is greater in Western North Carolina than in any other part of the State. It abounds in that most valuable timber—poplar, now growing so greatly in favor in the Northern markets, and also in oak, hickory, black walnut, ash, cherry, locust, pine, etc., etc.

I have thus presented as briefly as could be done, in the time permitted me, an outline of the chief interests of our city, but not enough to do the subject the full justice it merits.

Geo. S. Powell.

Asheville Democrat February 6, 1890

Asheville Daily Citizen

ASHEVILLE, N. C., THURSDAY, APRIL 10, 1890.

FOR A PUBLIC PARK.

THE COMMITTEE NEARLY READY TO REPORT.

A LIST OF THE PROPERTIES TENDERED THE CITY.

President Powell Heartily in Favor of the Park Scheme—His Ideas on It.

The committee appointed by the Board of Aldermen to look for a suitable location for a public park are doing their work well and faithfully, and when they submit their report it will contain the list of a number of properties, and if anyone of them is accepted it can be made into a thing of beauty and certainly a joy forever.

One offer has been made to the committee which is decidedly flattering. The owners of the Sulphur Springs will give fifty acres of land adjoining them to the city provided it will be improved and used for park purposes. The land is heavily timbered, and among its other attractions is a spring of pure fresh water. The only objection to it is its distance from the city.

Another property which has met with favor in the eyes of the committee is Riverside Park, the property of Breese & Penland. It contains forty-three acres of land, is three fourths timbered and has three springs. This is much nearer to the city and with but little work could be made into a very attractive place. The price is $20,000.

The pine lands on the line of the street railway, owned by Rawls Brothers, contain eighteen acres. They are near the depot and have been offered for $20,000.

J. B. Bostic owns forty acres of land in Charlotte street. If the city will purchase it for park purposes he will donate ten acres of it and sell the remaining thirty for $4,800.

W. M. Cocke, jr., owns three pieces of land. The first is known as May Place and is near Ramoth. It contains thirty-five acres and is offered to the committee for $150 an acre. The second is near the French Broad river and near his dwelling. It has thirteen acres and is offered for $25,000. The third consists of five and a half acres of land known as the Catholic property. It is offered for $12,000.

Rawls Brothers offer two places to the city. The second is in West Asheville, contains seven acres and the price is $5 000.

There are a number of other places which would make good locations for parks, and the committee would be pleased to receive a proposition from the owners.

Mr. G. S. Powell, chairman of the committee, is heartily in favor of a public park, and echoes the sentiments of a large number of the progressive citizens of Asheville with his own ideas.

"I would like to see the city spend $50,000 for a park," he said yesterday. "It would be as good an investment as was ever made here, and one that would be thoroughly appreciated by both resident and visitor. It is just what Asheville needs now and needs badly, and it should not stop until it has a park that it can be proud of. It should include everything that the people could reasonably ask for. It should have a pavilion, a club house, pleasant drives and a track on which horses can be speeded. I do not think that the city would ever regret the expenditure of the money.

"Asheville is a big resort. It attracts thousands of people annually, and everything should be done to favor and encourage the visitors. They want just such a place for amusement and they should have it. In a few years the city will doubtless be one of the inland resorts of the country and it will be an absolute necessity that we have a public park. It is better that we get it now while property is cheap and have it in readines. I think it should be near the city and easy of access, so that it can be visited as often as desired and with but little effort."

All in all, Asheville needs a park and should have one.

ASHEVILLE, N. C., THURSDAY, APRIL 17, 1899.

KILLED WITH AN AXE.

BRUTAL MURDER COMMITTED NEAR THE CITY.

THE VICTIM AN INNOCENT OLD COLORED WOMAN.

She Fought Bravely for her Life but was Overpowered—No Clue to the Murderer.

From Daily Citizen April 14.

A most brutal murder occurred three miles west of the city on Saturday night. By it Harriet Williams, an aged colored woman, lost her life. The particulars are sickening.

Early yesterday morning Barry Park, a colored man who lived near the scene of the tragedy, went in search of his horse, which had wandered away during the night. His walk took him past the cabin which was occupied by Harriet Williams. When near the back door he heard groans from the inside and thinking something might have befallen her he opened the door. There a terrible sight presented itself to him. On the floor at the opposite side of the room and lying in a pool of her own blood lay the woman. Two bloody axes were at her side. Frightened nearly out of his wits the fellow ran to some houses near by and quickly summoned the inmates. They hastened to the scene as soon as possible and entered the house. The surroundings told the story.

Clad only in her night clothes and bleeding profusely from seven ghastly wounds the woman was lying on the floor with her head resting on the bottom step of the stairs that led to the upper story. Near by her lay two axes covered with blood, and scattered about the room were different articles of furniture, wearing apparel and furniture that told plainer than words of the terrible struggle that had taken place during the night.

The woman was not yet dead, although unconscious. She was helped to the bed and every effort made to revive her, but it was vain and an hour later she died without having uttered a word.

The victim of this brutal murder was a highly respected, industrious and saving woman. For three years she has lived entirely alone in the little house where she met her death Saturday night. It is one of five cabins just off of the Hay-wood road. The nearest house is eighty yards away and is occupied by Hardee Henderson. Forty yards farther on are the family of Joseph Latimore and at a distance of 150 and 200 yards respectively live the families of Barry Barks and Mr. Avery Alexander.

For some time past the Williams woman has worked at different places in the city during the week, spending only Sunday at her home. On Saturday she worked at the residence of Geo. W. Cook and in the evening left as usual to spend Sunday at her little cabin. When about a half mile distant she stopped at the store of Fletcher Reynolds to purchase some groceries and while there talked and joked good naturedly with the clerk. While paying for her goods a five dollar bill dropped to the floor and one of the bystanders picked it up. The clerk noticed the action and looking up he said:

"What would you say Harriett, if I were to tell you that you had lost some money?"

"I should tell you that you might keep all that you found," she replied. "I have not lost any money."

With that the man behind the counter handed the bill to her. She replaced it in her pocketbook and carelessly remarking that she had $5 more at home to go with it left the store.

After she had arrived at her home she was seen several times. Twice she was about the yard for wood and water, and once she went to the Latimore house to get some milk for [illegible]. The last [illegible] o'clock.

No cries were heard from the house during the night. No suspicious persons were seen about the neighborhood and the whole affair is shrouded in mystery.

Coroner Hilliard summoned a jury, composed of J. W. Starnes, C. F. Penniman, J. M. Campbell, R. M. Beaver, M. H. Moneyhan, M. M. Ledford, and an inquest was held. The post mortem revealed three bloody and deep gashes made in the head, a gash at the shoulder that cut to the bone and one on either arm. A slight cut had been made on the ankle. The evidence was substantially as above stated.

The murder was doubtless committed by a would-be robber who knew that the woman had some money about her person and who kenoted himself in the house until she had retired. The victim always slept with an axe at the head of her bed and one was standing at the wall near the rear door. When all was quiet in the night it is supposed that the murderer came from his hiding place, and while moving about the room aroused the woman. She jumped to her feet and grasped the weapon. He took up the other axe and the struggle began. The door at the front was hacked as were the stairs and one of the axe helves showed two fresh cuts that told of a blow that had fallen short of its mark. The man was undoubtedly the stronger of the two and the victory was his. Leaving his victim on the floor he turned to the dress she had taken off and looked for the money. He cut the pocket open, took from it a bunch of keys and perhaps some money and fled. That he did not get all of her money, and perhaps none, was discovered late in the afternoon. Her pocket book containing $8.75 was found under the mattress of her bed. Both of the axes found near were covered with blood and to one hair adhered which upon investigation proved to have come from the head of the murdered woman. It is the opinion of Detective Denver, however, that the man was wounded in the struggle.

Sometime ago she told her friends that she had money in the bank. No bank book was found yesterday and it is thought that it was taken.

The murdered woman was about 53 years old and was, in old slavery days, the property of Senator Vance, and later was given to the Rev. R. N. Price. She was known to the citizens of Asheville better by the name of Harriet Vance than by the name of Williams. The latter was the name of her husband who deserted her twenty-three years ago.

The coroner's jury adjourned without agreeing upon a verdict and will hold another meeting. The case is in the hands of the sheriff and the officers are doing their best to run the murderer down, but as yet there is positively no clew. The funeral took place at 3 o'clock this afternoon from Wilson's Chapel, about a mile from the home of the dead woman.

She Fought Bravely for her Life but was Overpowered—No Clue to the Murderer.

From Daily Citizen April 14.

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Clad only in her night clothes and bleeding profusely from seven ghastly wounds the woman was lying on the floor with her head resting on the bottom step of the stairs that led to the upper story. Near by her lay two axes covered with blood, and scattered about the room were different articles of furniture, wearing apparel and furniture that told plainer than words of the terrible struggle that had taken place during the night.

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The Weekly Citizen April 17, 1890

A Brutal Murder.

A most brutal murder was committed in West Asheville on Saturday night. A colored woman named Harriet Williams, well known for a laborious and worthy person, was chopped to death with an axe, seven wounds being counted upon her head, body and limbs. She was found on Sunday morning not quite dead but speechless. The room showed signs of a desperate struggle. Two axes lay upon the floor of the woman's cabin, the door and staircase were hacked up. The woman had evidently fought in defense of her money, which was the object of the murder. The pocket of her dress was slit open but a search discovered her purse, containing $8 or $9 under the mattress of her bed.

Asheville Democrat April 17, 1890

ASHEVILLE DAILY CITIZEN
SATURDAY EVENING, MAY 3, 1890.

ANOTHER BIG MEETING.

THE LABORING MEN TURN OUT EN MASSE.

THE NINE-HOUR MOVEMENT IS FULLY DISCUSSED.

Speeches by Messrs. A. Shell, J. W. Starnes, T. S. Curtis and H. A. Gudger—All Favor a Shorter Working Day.

The open meeting of the laboring men in the court house last night was as much of a success as its predecessor. Fully 400 were in attendance and the speeches made by different ones, all favoring the nine-hour system, were enthusiastically applauded. At the close a standing vote was taken and every man in the house signified by rising his sympathy with, and intention to do all in his power to further the nine-hour working day in Asheville.

The meeting was called to order at 8.30 o'clock by A. Shell, and W. P. Elliott was elected chairman. He stated briefly the object of the meeting to be for the further consideration of the adoption of the nine-hour system.

Mr. Shell was the first speaker. He was in a particularly happy mood. The question, he said, had matured faster than the promoters had any reason to anticipate, and already the victory was theirs. He thought the meeting might consistently be changed to one of congratulation. The contractors were complying with every request. Still some of them seemed to have a wrong idea of the wants of the men, and from the resolutions adopted at their meeting it seemed to him that their idea was that the men were going to strike. That is a mistake, he said. What the men want is a nine-hour day. Pay is out of the question. Again, their claimed ignorance in the matter until a few days ago was not in accordance with the facts. The first action on the nine-hour day was taken by both of the local labor unions on February 24 last and the employers were advised of it. But in any case he did not fear trouble from the employers.

J. W. Starnes was called for and he made a speech of a half hour's duration that was full of points. He began by congratulating the men on the step they had taken and stated that he was in sympathy with them. He thought that the laboring men were generous in not demanding an eight hour day. That was what was being demanded all over the country, and in his opinion it would eventually come to Asheville. His speech was liberally applauded, and when he took his seat every laboring man in the house knew they had in him a friend.

T. S. Curtis, the foreman at P. A. Demens' wood working factory, and a laboring man who has been interested and foremost in some of the greatest strikes in the country, made a strong speech.

When we think, he said, that it only requires four hours work a day by every man and woman in this country to supply every known want and we consider that we are working ten hours a day it is time something should be done. As it is, he said, it requires one hour's work a day from every able bodied laboring man in the country to pay simply the interest on Vanderbilt's income. The speaker was one of the first to advocate an eight hour day in Minneapolis, he said. He was at the time the owner of a furniture factory, and for three years he practiced what he preached and worked thirteen men but eight hours a day. The result was that in that time he had cleared $8,000. His men had worked more faithfully and had performed their work better. They appreciated what he was doing for them and did their best. He hoped there would be no strike, and that while he wanted the laboring men to do all in their power for the nine hour system he did not want to see them fly as their motto, "rights or blood." He was, however, in favor of the laboring men demanding what was due them but if they did not ask for it, they certainly would not get it.

H. A. Gudger made a strong speech favoring the question. He had ordered the contractors on his building, he said, to grant the request and he hoped that all the employers of the city could see it to their advantage to do the same. In his opinion when a man had done nine hours work he had done all that should be expected of him in one day. In fact he was in favor of a nine hour day with full pay and thought they should have it.

At the conclusion of his speech, which was appreciated by every one in the hall, and loudly applauded, the vote was taken and the meeting adjourned.

ON STRAWBERRY HILL.

ONE OF THE BEAUTIFUL SUBURBS OF ASHEVILLE.

SOMETHING OF ITS NATURAL ADVANTAGES.

Improvements that are Constantly Being Made—Mr. George Heck's Place—Other Purchases.

Strawberry Hill in the broadest use of the name embraces that tract of land between West Asheville and the Sulphur Springs, lying along the French Broad at the mouth of Hominy creek. It is one of the most beautiful of the suburbs of the city and has long been considered most desirable for residences. Strawberry Hill proper is a high dividing ridge most advantageously situated and commanding from its unique position views of the mountains both east and west, as well as long stretches of the French Broad river.

At this season when the whole country is seen at its best, no more perfect views can be found than those from this ridge. On the east lies the French Broad Valley with Asheville covering its plains and knolls and stretching north and south from the river to the Beaucatcher range. Beyond them tower the Black mountains, Mt. Mitchell, Clingman's Dome, Craggy and the Roan. Winding at the

Continuing on the road, the next place reached is that of Mr. Houghteling, of Chicago. This is the site of the cabin built by Mr. Clarke, which is to be replaced at once by an attractive cottage. It stands on a high bluff about one hundred and fifty feet above the river, and though it has but little of the distant views, has a perfect river view, situated as it is at a bend, looking toward Col. Connally's down the river and up towards the Vanderbilt estate. The place will retain the old name of Strawberry Hill.

To Mr. Geo. Heck, of Knoxville, has fallen the good fortune of securing the choice site of the tract. This place, which will be known as "Dunwald," consists of 100 acres lying directly above Mr. Houghteling's on the river, the point of land at the mouth of Hominy creek. The place is entered by a well graded road through a stone gateway, to be built; the slope through which this road runs is being set out principally with native evergreens, maples and oaks, promising at an early day an attractive grove. Continuing on, the road winds up to the crest of the hill the highest point of the bluff, 188 feet above the river. This has been levelled and terraced, forming an extensive esplanade on which the house is being built.

The north end of the esplanade forms a terrace fifteen feet high and a stone wall two feet high with pilasters will enclose the lawn at that end of the house. The sides and south end of the esplanade, and including what promises

[illegible]

connected by a single iron rail. This en-

Towards the south the road winds down to a broad river bottom at the mouth of the creek, where it is planned to lay out a half mile track, where Mr. Heck can speed his fast horses. Between this drive and the river stands a row of trees which Mr. Southwick proposes putting to a novel use. He plans connecting these with wires, over which will be trained vines, the Virginia creeper, wild grape, etc., forming a green screen from tree to tree.

Below the track and directly beneath the house a boat house is to be built, the river at this point offering special advantages for boating. On the other side of the ridge a most picturesque drive lies along the Hominy creek. This has been left in its natural condition, the luxuriant undergrowth of kalmia, rhododendron and azalea covering the banks on both sides, and the beeches, maples and oaks meeting overhead, forming a dense shade. Near the creek a large well has been sunk from which the water is raised 250 feet to the house.

Across the creek Mr. James L., a son of Mr. W. D. Houghteling, has bought a place on which he contemplates building in the fall. Above his place Mrs. Clarence G. Mitchell will commence at once a large and handsome house, on a commanding situation, which she has recently purchased. The electric street railway to be built by the West Asheville Improvement company, from Asheville to the Sulphur Springs, will run within a short distance of Strawberry Hill, bringing its owners within a twenty minutes ride of the town, and with the two bridges, giving them the choice of two drives to different sections of Ashe-

Beyond them tower the Black mountains, Mt. Mitchell, Clingman's Dome, Craggy and the Roan. Winding at the base of the hill is the French Broad with its rapids and deep pools reflecting the vivid green of the willows and the deeper greens of the oaks, locusts and sycamores along its banks.

To the west in the horizon is the Pisgah range and Newfound mountains, the Hominy Gap between them, and Pisgah and the Rat are recognized at once as old friends. The beauty of the hill for a residence was first appreciated by Mr. J. Adger Clark, long a resident of this place, who built a small cottage on that part of it lately bought by Mr. W. D. Houghteling, of Chicago, a high bluff overlooking the river. The first place on the road from Asheville to the Sulphur Springs is that known as the Bungalow which has lately been bought by Mr. John G. Beatty, jr., of Columbus, O. Mr. Beatty and his wife came here early in the spring on their wedding tour and were so pleased that they propose spending a part of each year here. The house is built in the style of an east Indian bungalow of stone with wide verandas, and stands on a high point, commanding distant views, but with little more than a glimpse of the river. This house was built by Mr. Fred Brown, of New York, two years ago and has been occupied [illegible]

Across the road from the Bungalow, Mr. H. Wilson Sharpless, of Philadelphia, has bought a place on which he intends building in the fall.

connected by a single iron rail. This enclosure will be entered by a massive stone gateway with an ornamental iron gate, which when closed will keep the general public from the more private grounds of the place, leaving open to them the other drives. The esplanade is set out with rare shrubs and trees of all varieties, many of them foreign.

The house, standing at the highest point, is to be built of stone, with wide porches and (a new feature) a broad grassed terrace, enclosed with a continuation of the stone walls of the piazza on the east side, from which the river can be seen 188 feet beneath. At the south side of the esplanade is to be built a stone tower and observatoy, thirty feet high, through which the drive is laid out. The outlook from all points on the esplanade is superb, taking in as it does the valley with the river winding for miles above and below. Due west, a mile below, is Fernihurst and the mouth of the Swannanoa river, and immediately across the Antler Hill place recently purchased by Mr. E. J. Harding, of New York. Beyond that stretches Mr. Geo. W. Vanderbilt's estate, Biltmore, with his house site in full view and nearly on the same level. The distant mountain ranges are all in sight, there being no foot hills in any direction to obstruct the view. Leaving the esplanade the roads wind around and down the ridge, through the native growth of oaks which have been cleared of underbrush and grassed. The property was purchased a year ago and the work of grading roads and terraces and clearing out the undergrowth was commenced last March. This has been done under the supervision of Mr. C. H. Southwick, who has accomplished wonders in that short time. Three miles of roads have been graded and a large part of the track cleared. Below the esplanade on the southwest are the stable and the coachman's cottage.

minutes ride of the town, and with the two bridges, giving them the choice of two drives to different sections of Asheville. With the great natural attractions of this section and the improvements contemplated, it promises [illegible] of the place.

The Weekly Citizen June 26, 1890

On Stawberry Hill

ONE OF THE BEAUTIFUL SUBURBS OF ASHEVILLE

SOMETHING OF ITS NATURAL ADVANTAGES

Improvements that are Constantly Being Made – Mr. George Heck's Place – Other Purchases

Strawberry Hill in the broadest use of the name embraces that tract of land between West Asheville and the Sulphur Springs, lying along the French Broad at the mouth of Hominy Creek. It is one of the beautiful of the suburbs of the city and has long been considered most desirable for residences. Strawberry Hill proper is a high dividing ridge most advantageously situated and commanding from its unique position views of the mountains both east and west, as well as long stretches of the French Broad river.

At this season when the whole country is seen at its best, no more perfect views can be found than those from this ridge. On the east lies the French Broad valley with Asheville covering its plains and knolls and stretching north and south from the river to the Beaucatcher range. Beyond them tower the Black Mountains, Mount Mitchell, Clingman's Dome, Craggy and the Roan. Winding at the base of the hill is the French Broad with its rapids and deep pools reflecting the vivid green of the willows and the deeper greens of the oaks, locusts, and sycamores along its banks.

To the west in the horizon is the Pisgah range and Newfound mountains, the Hominy Gap between them, and Pisgah and the Rat are recognized at once as old friends. The beauty of the hill for a residence was first appreciated by Mr. J. Adger Clark, long a resident of this place, who built a small cottage on that part of it lately bought by Mr. W. D. Houghteling, of Chicago, a high bluff overlooking the river. The first place on the road from Asheville to the Sulphur Springs is that known as the Bungalow, which has lately been bought by Mr. John G. Beatty, Jr., of Columbus, Ohio. Mr. Beatty and his wife came here early in the spring on their wedding tour and were so pleased that they propose spending a part of each year here. The house is built in the style of an east Indian bungalow of stone with wide verandas, and stands on a high point, commanding distant views, but with little more than a glimpse of the river. This house was made by Mr. Fred Brown of New York two years ago, and has never been occupied.

Across the road from the Bungalow, Mr. P. Wilson Sharpless, of Philadelphia, has bought a place on which he intends building in the fall.

Continuing on the road, the next place reached is that of Mr. Houghteling, of Chicago. This is the site of the cabin built by Mr. Clarke, which is to be replaced at once by an attractive cottage.

It stands high on a bluff about one hundred and fifty feet above the river, and though it has but little of the distant views, has a perfect river view, situated as it is at a bend, looking toward Col. Connally's down the river and up towards the Vanderbilt estate. The place will retain the old name of Strawberry Hill.

To Mr. George Heck, of Knoxville, has fallen the good fortune of securing the choice site of the tract. This place, which will be known as "Dunwald", consists of 100 acres lying directly above Mr. Houghteling's on the river, the point of land at the mouth of Hominy Creek. The place is entered by a well-graded road through a stone gateway, to be built; the slope through which this road runs is being set out principally with native evergreens, maples, and oaks, promising at an early day an attractive grove. Continuing on, the road winds up to the crest of the hill the highest point of the bluff, 188 feet above the river. This has been leveled and terraced, forming an extensive esplanade on which the house is being built.

The north end of the esplanade forms a terrace fifteen feet high, and a stone wall two feet high with pilasters will enclose the lawn at that end of the house. The sides and south end of the esplanade, and including what promises to be the finest tennis court in the section. . . (?) . . .connected by a single iron rail. This enclosure will be entered by a massive stone gateway with an ornamental iron gate, which when closed will keep the general public from the more private grounds of the place, leaving open to them the other drives. The esplanade is set out with rare shrubs and trees of all varieties, many of them foreign.

The house standing at the highest point, is to built of stone, with wide porches and (a new feature) a broad grassed terrace, enclosed with a continuation of the stone walls of the piazza on the east side, from which the river can be seen 188 feet beneath. At the south side of the esplanade is to be built a stone tower and observatory, thirty feet high, through which the drive is laid out. The outlook from all points on the esplanade is superb, taking in as it does the valley with the river winding for miles above and below. Due west, a mile below, is Fernihurst and the mouth of the Swannanoa River, and immediately across the "Antler Hall" place recently purchased by Mr. E.J. Harding of New York. Beyond that stretches Mr. George W. Vanderbilt's estate, Biltmore, with his house in full view and nearly on the same level. The distant mountain ranges are all in sight, there being no foot-hills in any direction to obstruct the view. Leaving the esplanade the roads wind around and down the ridge, through the native growth of oaks, which have been cleared of underbrush and grassed. The property was purchased a year ago and the work of grading roads and terraces and clearing out the undergrowth was commenced last March. This has been done under the supervision of Mr. C. H. Southwick, who has accomplished wonders in that short time. Three miles of roads have been graded and a large part of the track cleared. Below the esplanade on the southwest are the stable and the coachman's cottage.

Towards the south the road winds down to a broad river bottom at the mouth of the creek, where it is planned to lay out a half mile track, where Mr. heck can speed his fast horses. Between this drive and the river stands a row of trees which Mr. Southwick proposes putting to a novel use. He plans connecting these with wires, over which will be trained vines, the Virginia creeper, wild grape, etc., forming a green screen from tree to tree.

Below the track and directly beneath the house a boat house is to be built, the river at this point offering special advantages for boating. On the other side of the ridge a most picturesque drive lies along the Hominy Creek. This has been left in its natural condition, the luxuriant undergrowth of kalmia, rhododendron and azalea covering the banks on both sides, and the beeches, maples, and oaks meeting overhead, forming a dense shade. Near the creek a large well has been sunk from which the water is raised 250 feet to the house.

Across the street Mr. James L., a son of Mr. W.D. Houghteling, has bought a place on which he contemplates building in the fall. Above his place Mrs. Clarence G. Mitchell will commence at once a large and handsome house, on a commanding situation, which she has recently purchased. The electric street railway To be built by the west Asheville Improvement Company, from Asheville to the Sulphur Springs, will run within a short distance of Strawberry Hill, bringing its owners within a twenty minutes ride of the town, and with the two drives to different sections of Asheville. With the great natural attractions of this section and the improvements contemplated it promises soon to be the most beautiful suburb of the place.

Strawberry Hill, Asheville, N. C.

THIS beautiful estate of 15 acres, the country place of the late W. D. Houghteling, is situated on the French Broad River, directly opposite Mr. Vanderbilt's Biltmore Estate. Modern dwelling (Henry Ives Cobb, architect), containing six living rooms and seven chambers (with room for three more in attic); servants' quarters in separate building. Stable-room for four horses. The house stands 150 feet above the river and commands the finest views about Asheville. Winter and summer climate unsurpassed. For terms of sale address HAYWOOD PARKER, Attorney, Asheville, N. C.

Descriptive Pamphlet Free. $10,000 to $3

H. W. HILLEARY, Staunton, Va

FOR SALE

DAIRY FARM OF 327 A

3 Miles from Auburn, N. Y.

One of the best producing farms in Cayuga Co besides being well ditched and fenced is i state of cultivation. The buildings consis brick dwelling and two frame tenant hou large basement barn. Horse barn to accomr horses, large grain and hay barns, sheds fo machinery; also two new silos. All the buildi excellent repair. The farm is well watered a located. A milk route of 300 quarts daily f the farm. Will sell or exchange for good in Real Estate. Inquire of owner,

F. J. MANRO, 66 State Street, AUBURN,

ROCK HALL ESTATE

An ideal home; t granite 54x58 f 28x23 f extension, all metal covered; over 400 acr quarters being heavily timbered in native ha fine orchard and vineyard; tenant houses at Located nine miles south of Asheville on rai *adjoining "Biltmore," the Vanderbilts'* cot dence. Price $21,000. *desirable terms.* W

THE COMING CELEBRATION

What will be Done at Richmond Hill July 4.

Mr. Richmond Pearson's Fourth of July celebration promises to be a grand affair. He has made arrangements with the Richmond and Danville railroad to furnish two special trains to run from the depot, in this city, to Lake Marjorie. These trains will be for the accommodation of the public and no fares will be collected. He has also arranged with the Asheville Street Railway company to hire their entire system between the hours of 4 and 8.30 o'clock p. m., and will in this way furnish complete transportation to his place—free to all.

The cars will make regular trips on all lines, with the exception of the Patton avenue line, on which extra cars will be placed. The first train for Lake Marjorie will leave the depot at 4.40 p. m., and the next at 5.20. These trains will stop at the old depot also and passengers may go down on the Patton avenue line to take the train. The train returning will leave the lake at 8.30 and reach Asheville in a few minutes.

Marston's Zouave Band, of Atlanta, will arrive here at nine o'clock on the morning of the 4th, on a special train. The music for the day will be furnished by it and Hull's band of this city. The Atlanta Band contains 18 pieces, and took the premium at the Piedmont Exposition held in Atlanta in 1889. Brown & Lindsey, photographers, will be on the grounds with cameras, and will take views of the crowd. These pictures will be finished up, and all those present can obtain them as souvenirs, free of charge. The crowd will be kept in order by a force of mounted marshals composed of the following citizens: D. L. Reynolds, N. A. Reynolds, W. S. Ray, N. T. Chambers and A. H. Baird. They will be legally empowered to keep order.

Six hundred men will be at work on Lake Shore avenue, and will make one mile of it ready for travel in one hour.

The Weekly Citizen July 3, 1890

ASHEVILLE'S BIGGEST.

THE FOURTH OF JULY AT RICHMOND HILL.

THE ANTICIPATIONS OF THOUSANDS ARE REALIZED.

A Mile of Roadway Built in One Hour by a Thousand Men—The Fun Ends at Midnight.

From Daily Citizen July 5.

Yesterday was the biggest Fourth of July Asheville has ever had. It has always been a custom here to have no demonstration at all save perhaps a parade of the colored people, but yesterday a precedent for celebrating the glorious day in grand style was established by Mr. Richmond Pearson.

At his invitation extended to each and every resident of Asheville, rich or poor, an immense crowd gathered at Richmond Hill, three miles west of the city, to partake of his hospitality. It is estimated that fully 5,000 people were on the grounds. Every kind of vehicle was there, from the handsome turnout with the high stepping horses of the rich, to the wagon and mules of the mountaineer.

Early in the morning large crowds began pouring in to the city from the surrounding neighborhood, and by 12 o'clock Court Place was crowded. Everybody's interest seemed to centre on the town clock in the court house tower, and the hands of that timepiece were eagerly watched until 4 o'clock—the hour for the start.

Mr. Pearson had hired the entire street railway system between the hours of four and eight, and when the schedule cars reached the square at four there was a mad rush and they were filled in an incredibly short space of time. Hall's band of this city accompanied the procession of cars to the depot.

Upon the train arrival there the change from the street cars to the train of flats was made and at 4:30 the train left the depot with the band on the front car. Three coaches for the accommodation of the ladies were on the rear of the train. It moved very slowly so as to prevent any accident, and at 5:30 the crowd was landed below the site of Lake Victoria. They scattered themselves over the grounds and the enjoyment commenced.

Iced lemonade was served in plentiful quantities and iced tea was there for those who preferred it. The men who had been employed to work on Lake Shore avenue at $1 an hour met at the court house at 4 o'clock and with shovels in hand marched to their work. They arrived there before the train and presented a striking appearance ranged as they were in line around the brow of the hill where the drive was to be built.

At 6 o'clock work was commenced, and 1,000 men worked hard for the next hour. Brown & Lindsey, with their cameras, took a number of views of the large gathering and of the laborers.

It was an interesting sight to witness from the elevation around the men at work. Marston's Zouave Band, of Atlanta, after playing at Court Place, went to the place of celebration by conveyance, and the two bands furnished some excellent music. "Dixie" was played several times and delighted the crowd. After dark a superb display of fire works was made from the top of Richmond Hill. It was one of the best if not the best ever given in Asheville. Mr. L. Brown had charge of it. The crowd had left the grounds before the fire works began, and saw it from the railroad track while waiting for the train. At 9 o'clock the train left for Asheville with its freight of tired but happy humanity and proceeded as slowly as on the trip down.

Only one train, considerably larger, was required to bring all back to the city, and it arrived at about 7:45. Those of the crowd who could boarded the electric cars two of which were in waiting, came up town and dispersed to their homes.

It was nearly midnight when the cars made their last trips.

There was a remarkably small amount of drunkenness and no rowdyism.

While Mr. L. Brown was conducting the display of fireworks at Pearson's last night, some scoundrel went to his buggy, which was in the woods, and cut the harness to pieces. The buggy was smashed, and the horse left to wander about in the woods. The animal was found near Mr. Pearson's house some time afterwards.

ASHEVILLE, N. C., THURSDAY, JULY 10, 1890.

THE 4TH OF JULY PICNIC.

How an Asheville Man Entertained the People of the Town.

Mr. Richmond Pearson's "go as you please" fourth of July celebration was a memorable occasion. The thousand men who were engaged to work for one hour at the close of day upon Lake Shore drive near Richmond Hill made a holiday and spent the morning in town. They were swollen by other large numbers of people taking a holiday on the Fourth. The stores were all closed and nearly the whole town turned out, taking the free electric and steam cars to the scene of the picnic. The 1,000 laborers marched off in procession at 4 o'clock. The Asheville band and the Zouave band of Atlanta made music for the throngs. Two huge trains at the R. and D. depots received a mass of humanity and drew them out four or five miles along the French Broad. Nearly every livery and private team of the town was utilized and when all were united on the hills of Montford Park, where the work of improvement is going on, when the thousand workmen went to shovelling with songs and shouts, in full view of the great crowd, while the two bands played from opposite hill tops, the scene was one of the most exhilarating animation. This exhibition continued for two hours, the thirst of the crowd being allayed with lemonade and ice tea liberally served to all. As night closed in and the crowd began to disperse, the majority strolling off down to the railroad track along the banks of the French Broad, a brilliant display of fireworks was exhibited from the hill tops. A single huge train brought the crowd back to town, but not before eleven o'clock.

Mr. Pearson bore the entire expense of the occasion and the crowd gave unmistakable evidences of their appreciation of his liberality. The occasion was enjoyed by everybody notwithstanding the lateness of the hour, at which the main part of the crowd got home.

The spirit and the enthusiasm with which Mr. Richmond Pearson goes into the improvement and the advertisement of his beautiful estate gives assurance that before many more fourths of July pass his faith will be justified in a suburb which will outrival in its ornamentation any in the beautiful environments of Asheville.

Asheville Democrat July 10, 1890

JULY 31, 1890.

SCHOOLS AND COLLEGES.

Statistics of Private Schools and Colleges of Buncombe Co., N. C.

Asheville Female College, Asheville, Prof. Ben. E. Atkinson, 184.

Weaverville College, male and female, Weaverville, Prof. M. A. Yost, 160.

*Oak Grove High School, male and female, Jupiter, Mr. A. A. Hamlet, 88.

*Morgan Hill School, male and female, Morgan Hill, Miss Laura Creasman, 45.

Penland Academy, male and female, Beech, Rev. A. M. Penland, A. M., 73.

*College Hill, male and female, Riceville, Miss Hettie McCampbell, 85.

*Piney Grove, male and female, Coopers, Miss Ella V. Martin, 57.

*Fairview Collegiate Institute, male and female, Fairview, Prof. W. A. G. Brown, 93.

*Gap Creek, male and female, Gap Creek, Mr. Jas. H. Cooper, 61.

Beaverdam School, male and female, Ramoth, Prof. H. L. King, 50.

*Sandy Mush, male and female, Sandy Mush, Mr. E. W. Gudger, 65.

Leicester Academy, male and female, Leicester, Prof. H. F. Ketron, 90.

*S. Turkey Creek, male and female, Alice, Miss Julia Nash, 30.

Hominy Valley Institute, male and female, Hominy Creek, Prof. O. P. Thompson, 41.

*Sand Hill High School, male and female, Acton, Mr. A. H. Felmet, 70.

*Bent Creek High School, male and female, Denia, Mr. J. R. Justice, 60.

Pine Crest Academy, male, Biltmore, Prof. B. F. Evans, 45.

Asheville Military School, male, Asheville, Prof. S. E. Venable.

Miss Sawyers School, male and female, Asheville, Miss Mary Sawyer, 25.

Miss Champion's School, Asheville, Miss H. A. Champion.

Mrs. Burgwyn Maitland's School, female, Asheville, Mrs. Burgwyn Maitland, 28.

Home Industrial School, female, Victoria, Miss Florence Stephenson, 120.

Oakland Institute, female, Victoria, Miss Mary Graham, 56; *Chapel Day School, male and female, Victoria, Miss A. B Dwight, 90.—Rev. L. M. Pease, D. D., Supt. Presbyterian Church.

Ravenscroft School, male, Asheville Rev. D. H. Buel, Head Master; Ronald MacDonald, Principal Training School.

SCHOOLS FOR COLORED.

Episcopal Colored School, male and female, Asheville, Rev. H. S. McDuffy, 90.

College Street School, male and female, Asheville, Miss F. V. Russell, 220. Supported by Northern Aid Society.

Shepard Academy, male and female, West Asheville, Mrs. Nannie Leatherwood, 61.

A number of private schools of short duration are not mentioned in the above.

Respectfully submitted,

JOHN W. STARNES.

*The schools marked * are schools which are run by the public funds supplemented by private subscriptions.

Asheville Democrat July 31, 1890

One of the Finest Locations in This Section Selected.

A lease has just been made by the Asheville Improvement Company to Dr. Karl von Ruck of that fine property in the vicinity of Asheville, known as the Sulphur Springs Hotel and lands adjacent. The term extends for ten years from the first day of October 1890, or to begin at an earlier date if the improvements contemplated are made before that time.

The terms are satisfactory to both parties, but we do not feel at liberty to make them known except in general terms. The lessee is to buy all the furniture and apparatus connected with the hotel and keep the property in repair. The lessor is to make an addition on the north side of the present hotel structure, three stories high, 128x42 feet. The lessor is also to build a street railway from the passenger depot at Asheville to the Sulphur Springs, and no rent is to be paid until said line of road is completed. The lessee has an option to purchase the property within seven years for $100,000. A public park is to be established and kept in order by the lessor.

The subscribing parties to this important transaction are J. G. Currier, President; J. P. Gaston, Treasurer; J. D. Currier, Secretary of the one part and Karl von Ruck of the other.

The Weekly Citizen October 24, 1889

In and Around Asheville.

As THE DEMOCRAT is read very largely by visitors in the city, and many who desire information concerning our city and section, we insert the following items of interest.

HOTELS IN AND AROUND ASHEVILLE.

Battery Park, J. B. Steele, manager.
Swannanoa, Rawls Bros., S. Main St.
Grand Central, S. R. Chedester, Patton avenue.
Carolina House, W. A. James, N. Main st.
Neville House, (old Eagle), S. Main st.
Western Hotel, Mrs. McBrayer & Son, Main st
Slagle Hotel, J. L. L. Slagle, Patton avenue.
Oak Street Inn, Dr. Hargan, Oak & Woodfin sts
Winyah Sanitarium, E. V. Ruck, Camp Patton
Glen Rock, A. G. Halyburton, Depot.
Skyland Hotel, 8 miles out.
Arden Park, 10 miles out.
Alexander's, 10 miles out.
Carrier's White Sulphur, 5 miles out.
Blackwell's White Sulphur, 12 miles out.

Asheville Democrat October 30, 1890

ASHEVILLE, N. C., THURSDAY, NOVEMBER 13, 1890.

BUNCOMBE COUNTY'S VOTE.

Townships.	Congress.		Senate.		Representatives.				Register.		Clerk.		Sheriff.			Treasurer	Surveyor	Coroner
	Crawford.	Ewart.	Campbell.	Sprinkle.	Reed.	Lowry.	Harris.	Folsom.	Mackey.	Brown.	Cathey.	Gudger.	Reynolds.	Worley	Courtney.			
Avery's Creek	75	64	73	67	73	73	67	63	73	61	76	56	75	64	75	63		
Lower Hominy	151	68	149	67	151	150	70	64	154	66	161	53	138	78	180	62		
Upper Hominy	208	158	203	157	207	200	161	152	211	154	235	116	189	168	211	154		
Leicester	316	211	301	217	307	309	217	207	311	207	273	241	274	241	304	219		
Sandy Mush	94	143	86	142	92	97	152	126	91	136	86	143	75	155	90	142		
Limestone	93	128	90	122	88	90	123	120	95	121	91	122	87	130	90	123		
Fair View	148	129	147	130	141	148	134	122	152	117	153	116	144	134	141	135		
Swannanoa	150	113	141	115	142	137	111	118	140	107	153	106	138	123	144	124		
Asheville—East Ward	420	387	414	384	410	411	388	383	397	407	418	386	427	365	422	381		
" West "	686	361	680	357	683	688	359	358	682	365	686	360	659	375	695	351		
Biltmore	162	95	158	92	172	167	90	88	168	93	168	86	153	102	161	94		
Hazel	106	109	104	109	105	106	111	108	108	106	110	92	104	110	109	105		
Beaverdam	104	60	101	58	100	101	61	60	103	58	104	59	120	44	108	57		
Haw Creek	48	46	48	45	58	48	39	46	52	42	49	45	58	34	47	45		
Reems Creek	144	177	136	175	140	143	175	171	160	156	155	157	153	162	161	161		
Flat Creek	75	157	69	162	90	58	180	142	83	140	72	157	70	164	80	161		
Ivy	152	221	135	227	186	110	267	192	147	178	140	235	158	218	162	190		
Black Mountain	88	73	86	74	88	85	74	75	87	67	89	59	85	55	82	74		
French Broad	175	111	174	114	172	166	115	115	174	115	174	108	167	119	172	116		
Totals	3895	2811	3794	2825	3890	3882	2894	2710	3882	2696	3393	2697	3274	2868	3444	2817		

Asheville Democrat November 13, 1890

PLENTY OF PENSIONS.

WARRANTS FOR THEM RECEIVED BY MR. MACKEY.

Names of Those Who Belong to Each Class and the Amounts to Which All Are Entitled—Total Amount in Buncombe.

Register of Deeds Mackey this morning received from Q. W. Sanderlin, state auditor 71 annual pension warrants for North Carolina soldiers and their widows residing in Buncombe county. He had them mailed to those to whom they belong to-day.

The pensions are divided into four classes. The first class includes such soldiers as have received a wound which renders them totally incompetent to perform manual labor in the ordinary vocations of life. These get $71 each per year.

Under the second class come those who have lost a leg above the knee or an arm above the elbow, and they get $53 25 each.

To the third class belong those who have lost a foot or leg below the knee, or hand or arm below the elbow, or have a leg or arm rendered utterly useless by reason of a wound or permanent injury. Their warrants are for $35.50 each.

The fourth and last class is composed of all who have lost one eye, and all indigent widows remaining unmarried, and all other soldiers who are otherwise disabled to perform manual labor by reason of wounds received while in the confederate service. They get $17.75 each.

The first class pensioners in Buncombe are but three in number, and in the entire state there are but forty. Those in Buncombe are, S. S. Lynch, Asheville; T. L. Lytle, Beach; and W. R. West, Busbee.

The second class has five members in Buncombe and 220 in the state. Buncombe's pensioners of this class are: D. W. Ball, Beach; Thos. D. Case, Acton; Geo. W. Rhodes, Hominy; L. M. Liner, Hominy; and Jas. Parker, Vernon.

Of the third class, Buncombe has seven representatives out of a total of 330 in North Carolina. They are: W. S. Beam Asheville; J. M. Jarrett, Emma; Richard McFarland, Gladys; A. W. Searcy, Fairview; Jas. Sizeman, Riceville, and James Snider and J. W. Triplet, Asheville.

The fourth class pensioners in the state number 3,360, and in Buncombe there are 66. Of this latter number, twelve are soldiers and the remainder widows. The soldiers of this class are:

J. M. Anderson, Luthers; T. O. Butler, Arden; S. H. Bagwell, Limestone; John P. Case, Alexander; L. D. Davis, Leicester; J. D. Harlem, Asheville; W. W. Johnston, Avery's Creek; J. M. Wise, Candlers; W. S. Whitaker, Tweed; W. E. Rymer, Fairview; G. W. Triplett, Asheville; W. H. Warren, Luthers.

The widows coming under this head are forty-four in number and their names are as follows:

Lydia Blanchard, Eupha Meadows, Caroline Redmond, N. J. Walton, Elizabeth Walton; E. Hooper, S. A. Smith, Asheville; M. A. Branch, A. A. Morgan, S. A. Freeman, Morgan Hill; Mary Adams, Mary J. Allison, Eleanor Stepp, Black Mountain; Martha Allen, Candler; Margaret Banks, Polly Ingle, Barnardsville; M. E. Bastlett, Martha R. Rice, Riceville; Hannah Clemants, Nancy Lanning, Dicey N. Owenby, Christiana Reed, Fairview; Jane Creaseman, Swannanoa; L. A. Gibbs, (removed to) Hendersonville; Patience Hare, Thelma Hogan, Adreth Sorrells, Biltmore; Adelaide Ingram, Avery's Creek; Nancy H. Jones, Leicester; Mary A. Lewis, Arden; Martha McElrath, Canto; Barbara Nix, Tweeds; M. M. Rich, Delia A. Williams, Margaret Hall, E. J. Penland, Hominy; Sarah J. Tow, Mary J. Wood, Leicester; Nancy Washburn, Coopers; Sarah J. West, Busbee; Elizabeth Yoder, Weaverville; H. Hoover, Luther; R. Miller, Bell; J. M. McFee, New Found.

The total amount to be paid out on these warrants in Buncombe is $1,721.75. The first class gets $213, the second $266.25, the third $1248.50 and the fourth $994.

THE KINGHAM SCHOOL.

A Proposition Which Must Win Favor From All Classes.

The Weekly Citizen February 12, 1891

The Bingham School.

is assured for Asheville. At the meeting on last Thursday night it was decided after a long discussion to first make an effort to secure the fund of $30000 by private subscription before putting the proposition to the people of the city of lending the amount. A committee was appointed and the money secured in less than two days after the meeting. The Bingham School will be built in Asheville.

Asheville Democrat February 19, 1891

THE BINGHAM SCHOOL.

A Proposition Which Meets With Favor From All Classes.

Maj. R. Bingham is again in the city and has held further consultations with our business men. Capt. Atkinson, with his usual energy, has been foremost in this business, and a plan has been produced to which even the most chronic caviler can find no objection, and which was cordially approved by all of the business men at the meeting on Monday, when it was presented. It is a proposition by Maj. Bingham to himself expend $25,000 on a site, several of which have been offered and are under consideration. The city on its part is to issue for the school $25,000 in bonds to run for thirty years and to be secured by mortgage upon the school property, Maj. Bingham engaging to pay taxes, interest, insurance, etc. This bill has already passed the Legislature and needs only the endorsement of the city to become an accomplished fact. The city will be amply secured by a property double the value of the bonds, will not be out a cent for the interest of the bonds and will have an institution which has no rival in the South in age, prestige, high order of instruction, area of patronage and reliability of management. A school which draws patronage from such a large proportion of the Union will, beyond doubt, induce many of the parents and families of students to visit Asheville in all seasons of the year. There is no direction in which the liberality of the city could be better exerted than in this paying investment.

Asheville Democrat February 21, 1891

ASHEVILLE, N. C., MONDAY, FEBRUARY 23, 1891.

FRENCH BROAD AWAY UP.

NINE FEET ABOVE THE LOW WATER MARK.

Waves Threaten Some of the Cotton Factory Employes' Houses—Slides on the Western North Carolina Railroad.

The French Broad river was on a "tear" yesterday morning.

It fully deserved the old name, "Racing Water," given it by our noble red predecessors.

A couple of weeks ago the river was about seven feet above low water mark, but early yesterday the gauge at the boom of the French Broad lumber company showed nearly nine feet.

The heavy rainfall of Friday night and Saturday caused the somewhat sudden rise, and for a few hours matters looked a little dubious for some of the people living upon the river banks.

The booms of the lumber company remained intact, but lower down the river, about Graham's cotton factory for instance, the flats were flooded. The water was getting perilously near some of the houses occupied by the factory's employes, and the subject of removing to higher grounds was discussed in those cottages nearest the river's bank.

For several hundred yards below the county bridge the water overran the bank and had covered the roadway to a depth of a couple of feet.

Further down, just below the railroad bridge that precinct known as "White Egypt" was in consternation. Those who rose early saw the threatening waters washing their doorways. It did not take long to warn the denizens of that locality of the danger they were in, and everybody living near the bank was ready to hustle away at a moment's notice.

Lucky for them, though, the waters began to recede before noon, and late in the afternoon were in bank again, with the exception of a low spot in the road just below the bridge, where a small boat was kept in readiness to carry across those who wished to go further down the river. The water here was about two feet deep. Hundreds of people from the city went down to the river to see the overflow.

Asheville Daily Citizen February 23, 1891

THE LEGISLATURE.

To Adjourn March 9th—Some Matters of Local Interest.

The Legislature has decided to adjourn at noon on Monday, March 9th, and are now doing some lively work in order to get through.

The members of the House have decided to introduce no more bills and to devote the balance of the time to clearing the calendar.

We have not the space to give a full report of the business transacted during the past week, most of the measures being special legislation and of little interest to people in this section.

The following legislation is of interest to the people of Western North Carolina:

SENATE.

The following bills have passed third reading: To incorporate the town of Kenilworth, Buncombe county; to incorporate the town of Hazel, Buncombe county; to authorize Yancey county to levy a special tax; to amend charter of Highlands; to amend charter of Hot Springs; to authorize the Commissioners of Cherokee Co. to issue bonds; to incorporate the Asheville, Cranberry and Pulaski Railroad Co.; to amend Asheville's charter; to authorize the establishment of a graded school in District No. 7, Cherokee county; to amend the charter of Bryson City; to amend the charter of Asheville and Baltimore Road; to incorporate West Asheville.

Mr. Sprinkle has introduced a bill relating to use of dynamite in French Broad River.

HOUSE.

The following bills have been passed: To incorporate the town of Paint Rock; to incorporate the Hendersonville and Brevard Railroad and Telegraph Co.; to provide for working public roads of Clay, Cherokee and other counties; to amend the charter of the Asheville and Suburban Railroad Co.

The following have passed third reading: To reimburse certain townships in Haywood county as to the school fund; to change the name of Mud Creek school house; forbid the killing of unmarked stock running at large in Haywood county; incorporating the West Asheville and Sulphur Springs Railway Co.; incorporating the Asheville Ice and Coal Co.; to incorporate the Asheville and Weaverville Dummy Road Co.; to charter the Murphy Banking Co.; in relation to Asheville public schools; to incorporate the Murphy Improvement Co.; amendment to Asheville's charter; to incorporate the commercial club of Asheville;

Asheville Democrat March 5, 1891

MARCH 5, 1891.

BINGHAM SCHOOL.

The Matter to be Settled Finally in a Few Days.

Maj. Robert Bingham, principal of Bingham's school, who is now in the city for the purpose of making the final arrangements looking to the location of his school here, went out yesterday in company with several prominent gentlemen to inspect the property offered by the Asheville Loan, construction and improvement company. Some details remain to be arranged between Maj. Bingham and the gentlemen in charge of the subscription to the school, which will be settled in a day or two, after which the contracts for the construction of the buildings will be given out. Maj. Bingham regards the site offered by the loan company most favorably, and in all probability that tract will be decided on. This site is on the west side of the French Broad river, on the river front, about a quarter of a mile south of Pearson's bridge.

Asheville Daily Citizen March 5, 1891

MR. LUSK'S BURIAL.

Something of the History of This Aged Ashevillian.

James Lusk, who died Saturday afternoon at his residence, No. 413 North Main street, was one of Asheville's oldest citizens. He had lived to see Asheville grow from her humble beginning to the present time, and was thoroughly conversant with every important era in her history.

Mr. Lusk was born about eighty-three years ago, within 300 yards of the building in which he died and in which he lived for a number of years.

In his early life Mr. Lusk was a slave-trader to a certain extent. He was not a wealthy man, his only possession being the house and lot occupied at the time of his death.

Mr. Lusk leaves one son, who lives on Sandy Mush, this county, and three daughters, one of whom is unmarried.

A funeral service was held at the residence of the deceased yesterday afternoon, by Rev. C. M. Campbell, of the North Asheville Methodist church, after which the remains were interred at Riverside cemetery.

Asheville Daily Citizen March 9, 1891

BINGHAM'S SCHOOL.

The Site for the Location of the School Settled Upon.

A final adjustment of the Bingham school matter is expected to-morrow.

Major Bingham says that the site offered by the Asheville Loan, construction and improvement company is the one selected.

A report having become current that the Loan company was taking some undue advantage in the matter, George S. Powell, president of the company, yesterday offered, on behalf of the company, to make a gift of $1,500 to the school, and to take $5,000 of Maj. Bingham's bonds if he would locate on another site. This Maj. Bingham would not do, regarding the site and the terms the best proposed in the city.

In this acceptance Major Bingham gets about thirty-seven acres of land on the west side of the French Broad, fronting on the river, south of Pearson's bridge. The price to be paid is $4,200. For thirteen acres of this tract Mr. Powell's company paid $4,200 about ten months ago. Thus it amounts to a donation to the school of twenty-four acres by the company.

A survey of the property is to be made at once, and before Major Bingham leaves he will give out the contract for the buildings and improvements of the grounds.

The minor details, such as the water supply, etc., have not yet been definitely settled, but will be to-day or to-morrow.

Asheville Daily Citizen March 13, 1891

THE LEGISLATURE'S WORK.

Many Measures for Asheville and Buncombe County.

[From the Daily Citizen.]

M. L. Reed, one of Buncombe's representatives in the last session of the Legislature, who returned home last week from Raleigh, has given to The Citizen an outline of the bills passed by that body affecting directly Asheville and Buncombe county. The most important of these bills are given below:

A road law for Buncombe was passed, by which the public roads of the county are to be kept up by taxation. Power is given the commissioners to levy an assessment of not exceeding 15 cents on the $100 worth of property. This tax is to be levied by the commissioners at their meeting in June, and the improvement of the roads is to be begun as soon as the tax is collected.

The charter of the Buncombe Turnpike company was repealed. By this action the care of the road running north and south through Asheville goes back to the county. There was a provision made, however, allowing the corporations of Kenilworth and Victoria to keep up the road from the corporation line to the Swannanoa bridge. These corporations are allowed to levy a tax sufficient to raise a sum not to exceed $1,000 a year, to be spent on the road.

A bill was passed giving the county commissioners authority to appoint a tax collector for the county, thus separating the collection of taxes from the business of the sheriff's office. This is not to be done, however, unless the commissioners think it advisable to do so. The bill was intended to divide between two officers the work now being done by one and will relieve the sheriff of a good deal of business.

A bill was passed by which the stock law prevails over the entire county with the exception of Black Mountain township.

The charter of the Asheville Young Men's Christian Association was amended, giving that body the powers of a corporation.

A bill for the incorporation of the town of Leicester, about [illegible] from Asheville, was passed.

The charter of West Asheville was amended, the extending of its boundaries being amended.

A bill was passed incorporating the town of Hazel, about two miles from Asheville.

Amendments to the charters of the E. Graham Manufacturing Company, the Mission Hospital and the Home for Indigent Children were also passed.

Numbers of other bills and charters were passed in which Asheville is more or less concerned, but the above are the most important.

While there was an almost endless amount of local legislation done by the body recently adjourned, in Mr. Reed's opinion many measures were enacted that will contribute to North Carolina's up-building and advancement. Among the most sensible things done by the Legislature, he thinks, was the appropriations for a Geological Survey and for an exhibition at the World's Fair in 1893.

Asheville Democrat March 19, 1891

ASHEVILLE'S TAXPAYERS.

LARGE PROPERTY OWNERS AND WHAT THEY PAY.

The Western North Carolina Railroad Comes First on the List—The Total Amounts Paid in the Township and County Given.

Have you paid your tax?

How much tax do you pay?

THE CITIZEN has taken a look at the tax books in Sheriff D. L. Reynolds' office.

What an array of names and figures there were! Great and small jammed together alphabetically by townships, representing any sum from a plain poll to the rather large sum of $1,600.

THE CITIZEN prints to-day the names of the largest taxpayers of the city, township and county, together with the amounts collected and to be collected by the first day of May.

The largest tax is $1,625.70, which is paid by the Western North Carolina railroad. That in itself is a considerable item. Then comes Wm. M. Cocke, jr., who pays $826.16. The names of the largest taxpayers are:

TOWNSHIP.

Wm. Johnston (now deceased)	$824.61
Chas. McNamee	729.57
Frank Coxe	706.50
Richmond Pearson	668.49
Thos. D. Johnston	644.08
C. E. Graham Manufacturing Co.	622.50
J. K. Connolly	618.45
T. S. Morrison	530.59
Southern Improvement Co.	525.27
West Asheville Improvement Co.	393.21
Asheville & Spartanburg Ry.	360.19
E. T. Clemmons	348 78
First National bank	331.93
R. B. Johnston	337.34
J. H. Merrimon	332.30
W. T. Weaver	274.36
Geo. W. Pack	245.68
J. E. Hampton	213.23
A. Garrett	234.31
W. L. Hilliard	228.39
Asheville Loan, Con. & Imp. Co.	254.00
Bearden, Rankin & Co.	247.00
S. R. Chedester & Son	266 76
Chas. W Woolsey	266.51
R. R. Rawls	223.99
J. E. Rankin, cashier	232.40
J. E. Ray	250.53
Jas. M. Ray	229.40
Jesse R. Starnes	233.70
James Thomas' estate	289.00
James Buttrick	221.11
B. J. Alexander	219.16
F. A. Demens Woodworking Co.	207.00
Jas. P. Sawyer	201.65
J. E. Rankin, administrator	201.28
Asheville Street Railway Co.	207.50
Jas. H. Loughran	218 18
French Broad Lumber Co.	123.67
S. H. Reed	156.68
Mrs. H. E. Soudley	137.70
Mrs. J. C. Spears	136.95
H. Redwood & Co.	149.40
Mrs. C. L. Pleasant	148.16
Thos. W. Patton	128.65
A. C. Melke	128.65
Martin, Barrett & Penniman	124.50
R. P. Walker	122.39
Mrs. J. E. Woodcock	121.44
T. A. Henry	121.18
Z. B. Vance	120 35
W. B. Williamson	120.35
M. E. Carter	142.27
Mrs. E. Studer	131.97
J. H. Carter	119.45
C. E. Graham	119.40
Geo. W. West	119.93
P. A. Cummings	116.40
Mrs. K. P. Alexander	115.00
W. B. Gwyn	114.58
W. W. West	114.71
Mrs. A. M. Penland	116.00
Mrs. Ella S. McLoud	114.18
B. H. Cosby	113.59
Ballard, Rich & Boyce	111.00
J. E. Dickerson & Co.	108.00
S. M. Thomas	108.94
M. L. Reed	108.57
Geo. W. Purefoy	108.24
Anna L. Perry	107.28
E. J. Aston	105.62
Brown, Gudger & Co.	103.75
S. Hammerslag	105.41
P. B. Patton	103.00
Mrs. Tennent	103.75

632

Have you paid your tax?

How much tax do you pay?

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Thos. D. Johnston	644.08
C. E. Graham Manufacturing Co.	622.50
J. K. Connally	613.45
T. S. Morrison	530.89
Southern Improvement Co.	525.27
West Asheville Improvement Co.	393.21
Asheville & Spartanburg Ry.	369.19
E. T. Clemmons	348 78
First National bank	331.93
R. B. Johnston	337.34
J. H. Merrimon	332.30
W. T. Weaver	274.36
Geo. W. Peck	245.68
J. E. Hampton	213.23
A. Garrett	234.31
W. L. Hilliard	228.39
Asheville Loan, Con. & Imp. Co.	254.00
Bearden, Rankin & Co	247.00
S. R. Chedester & Son	266 76
Chas. W Woolsey	266.51
R. R. Rawls	223.09
J. E. Rankin, cashier	232.40
J. E. Ray	250.53
Jas. M. Ray	229.40
Jesse R. Starnes	233.70
James Thomas' estate	280.00
James Buttrick	221.11
B. J. Alexander	219.16
F. A. Demens Woodworking Co.	207.00
Jas. P. Sawyer	201.65
J. E. Rankin, administrator	201.28
Asheville Street Railway Co.	207.50
Jas. H. Loughran	218 18
E. Clayton	191.60
Asheville Furniture and L. Co.	196.00
Mrs. A. E. Smith	174.00
W. T Reynolds	175.00
G. A. Mears	171.07
John M. Campbell	189.00
Natt Atkinson	148.40
W. W. Barnard	166.00
John Chesboro	159.19
J. M. Brookshire	132.00
Rev. Jarvis Buxton	151.00
Asheville Light and Power Co.	166.00
W. L. McAfee	173.00
Lyman estate	143.18
Mary J. Lusk	140.00
Frank Loughran	140.31
R. T. Porter	146.50
Mrs. S. S. McDowell	141.60
W. E. Williamson	136.70
Mrs. Merritt	131.35
H. J. Greenwell	150.56
Mrs. W. B. Gwyn	120.35
French Broad Lumber Co.	123.67
S. H. Reed	150.68
Mrs. H. E. Soudley	137.70
Mrs. J. C. Spears	136.95
H. Redwood & Co.	149.40
Mrs. C. L. Pleasant	148.16
Thos. W. Patton	128.65
A. C. Melle	128.65
Martin, Barrett & Penniman	124.50
R. P. Walker	122.39
Mrs. J. E. Woodcock	121.44
T. A. Henry	121.18
Z. B. Vance	120 35
W. B. Williamson	120.35
M. E. Carter	142.27
Mrs. E. Sluder	131.97
J. H. Carter	119.45
C. E. Graham	119.40
Geo. W. West	119.93
P. A. Cummings	116.40
Mrs. K. F. Alexander	115.00
W. B. Gwyn	114.58
W. W. West	114.71
Mrs. A. M. Penland	115.00
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Ballard, Rich & Boyce	111.00
J. E. Dickerson & Co.	108.00
S. M. Thomas	108.94
M. L. Reed	108.57
Geo. W. Purefoy	108.24
Anna L. Perry	107.28
E. J. Aston	105.62
Brown, Gudger & Co.	103.75
S. Hammerslag	105.41
P. R. Paxton	108.00
Mrs. Tennent	103.75
T. O. Starnes	77.86
Chas. D. Blanton	59.84
Jas. M. Westall	30.72

IN THE COUNTY.

T. D. Barnard, Reems Creek	110.22
Chas. McNamee, Limestone	160.14
D. T. Blake, Limestone	104.73
G. W. Hampton, Leicester	107.45
J. E. Shepherd, French Broad	65.23
W. T. Worley, Sandy Mush	164.4
A. B. Fortune, Swannanoa	55.75
W. H. Wilson, Swannanoa	54.00

The total amount of money derived from taxation in Asheville township is $60,636.86. In the county the total is about $80,000.

Sheriff Reynolds will be at the following places on the following days for the purpose of collecting taxes:

[illegible]

Asheville Daily Citizen March 24, 1891

Hear the News From West Asheville--Election Coming.

WEST ASHEVILLE, N. C., March 30, 1891.—A large meeting of the citizens of this progressive new town was held at Col. J. M. Jarrett's store, on Saturday. Col. F. Reynolds was called to the chair and N. Plamondon to act as secretary. Capt. Natt Atkinson explained the object of the meeting, and stated that he owned a charter to build a street railway from Asheville to the Sulphur Springs hotel. His plan is as follows: That the town of West Asheville vote a subscription of $30,000 to build a street railway through the main avenue of the town as above named, to be paid in thirty year 6 per cent. bonds on the condition that the town is to have a first mortgage lien on the road to secure the town against the interest and principal of said bond. Further, that the town bind the stockholders of the company to be responsible for the interest and principal of said bonds that the town issue in payment of their stock.

On motion a petition was drawn and enough signed to justify the town commissioners to order an election in May next.

Capt. Atkinson made a motion that the town issue $25,000 for improving the streets, which was seconded by P. G. Carter and all present.

An election will be held on May to elect a mayor and five town commissioners to serve for the next term.

Asheville Daily Citizen March 31, 1891

MONTFORD PARK STATION

ASHEVILLE'S NEW SUBURB ON THE FRENCH BROAD.

A side Track to be Built by the Richmond and Danville Railroad—Plans for a Handsome Little Passenger Station.

The Richmond and Danville railroad will at once put down at Montford Park station a side track for the accommodation of the Bingham school, and for general station purposes.

By the time, or before, the school buildings are completed, this point will become a regular station.

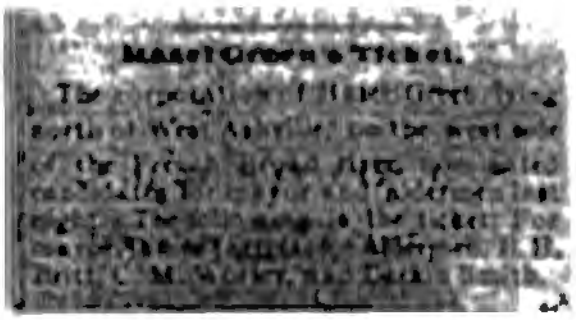
This has long been an agreement between the Asheville Loan, construction and improvement company and the Richmond and Danville road, and for the privilege of naming the station, Mr. Richmond Pearson, last summer, agreed to erect a station building to cost not less than $2,000. The location of Bingham's school near by, has hastened what might have been delayed some months longer.

The building to be erected will be fashioned after some of the neat and pretty station buildings which give that picturesque beauty to so many landscapes in the rural north. The ground immediately surrounding it, will be artistically laid out and attractively ornamented with shrubbery, grass plats, fancy plants, flowers and ferns; and fountains, sending up jets of the clearest and purest of spring water, to refresh, invigorate and charm.

In addition to the carriage roads already constructed by Mr. Pearson, he, Maj. Bingham and the owners of the Montford Park property, will jointly build another, leading to the school barracks and along the margin of the drill ground, so that visitors may, from their carriages, view the cadets on parade.

These improvements, together with the Montford Park electric railway, soon to be running from the city through the company's property to Montford Station, will render the locality environing Richmond still more attractive than ever.

Asheville Daily Citizen March 31, 1891



Asheville Daily Citizen April 8, 1891

W. N. C. FAIR.

A Meeting to be Held Here Tomorrow Morning.

At the meeting of the Buncombe county alliance held here today, THE CITIZEN is informed by the secretary, a resolution was unanimously passed endorsing a Western North Carolina fair to be held in Asheville this fall and regularly thereafter.

The resolution was as follows:

Resolved, That the Buncombe County farmers' alliance do heartily indorse the holding of an agricultural fair this fall, and will unite with the citizens of the county in our efforts to make the enterprise a success, and the establishment of a permanent fair association for Western North Carolina to be held in Asheville each year.

Resolved, That a committee of the alliance, one member from each township, be appointed to meet in the court house Saturday, April 11, at 10 o'clock, with the citizens of Asheville and this section of the state.

The following committee was appointed: D. A. Blackwell, W. H. Curtis, Mack Jones, T. B. Long, B. D. Weaver, P. H. Folsom, J. N. Morgan, B. G. Gudger, W. H. Reeves, B. J. Alexander, W. S. Murray, I. A. Harris and J. B. Cockram. President J. W. Nash, vice president J. R. DuBose and Secretary W. F. Tomlinson were added. All members of the order were urged to attend. An organization will doubtless be effected tomorrow.

Every citizen of Asheville, and especially the business men, should be present at this meeting tomorrow to help the farmers who are taking the lead in this important movement.

The meeting will be opened at the ringing of the bell.

Asheville Daily Citizen April 10, 1891

SUBURBAN RAILWAY.

Directors of the Sulphur Springs Road Elected.

There was a meeting of the incorporators of the Asheville and Sulphur Springs railway at 11 o'clock this morning in the office of J. B. Bostic. Present at this meeting were: A. R. Eskridge, of Atlanta, E. G. Carrier, J. B. Bostic, J. T. Bostic, D. C. Waddell, W. W. Barnard, R. McBrayer and J. D. Carrier.

Directors for the ensuing year were elected by the incorporators. The board is as follows: A. R. Eskridge, E. G. Carrier, D. C. Waddell, J. T. Bostic and T. H. Cobb.

On the adjournment of this meeting, the newly elected board of directors met and elected officers. A. R. Eskridge was made president and J. D. Carrier was elected secretary and treasurer. A committee on by laws was appointed consisting of the following: I. E. Rankin, T. H. Cobb and R. McBrayer.

It is the intention of this company to build an electric railway from the Richmond and Danville railroad depot to the Sulphur Springs hotel, through the property of the West Asheville Improvement company. The road will run over the new iron bridge built across the French Broad river at the junction of that stream and the Swannanoa. It is hoped that the line will be in running order within sixty days.

Asheville Daily Citizen April 15, 1891

A GOOD MOVE.

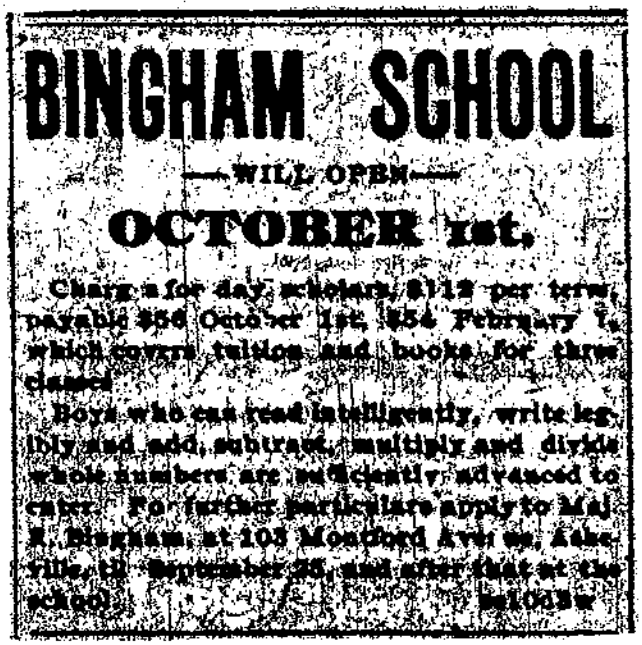
West Asheville Wants to Emulate the Parent City.

West Asheville is bent on improving herself.

At the meeting of the board of aldermen of that town held last night, an election was ordered to be held on June 8, on the question of issuing $50,000 in bonds. Of this sum $35,000 is for running a street railway through the town and $15,000 for improving the streets and highways of the place.

It is contemplated to use the appropriation to purchase the construction bonds of the Asheville East Line and Suburban railway.

Asheville daily Citizen April 21, 1891



BINGHAM SCHOOL

—WILL OPEN—

OCTOBER 1st.

Charges for day scholars, $12 per term, payable $6 October 1st, $6 February 1, which covers tuition and books for three classes.

Boys who can read intelligently, write legibly and add, subtract, multiply and divide whole numbers are sufficiently advanced to enter. For further particulars apply to Maj. R. Bingham, at 103 Montford Ave'ue, Asheville, till September 25, and after that at the school. se10d3w

Asheville Daily Citizen April 21, 1891

SULPHUR SPRINGS.

The Hotel to be Opened June 15, by a Cleveland Man.

Dr. Karl von Ruck, who some time since leased the Sulphur Springs hotel for a period of ten years, has sub-let it to John S. Marshall, of Cleveland, Ohio. It will be opened June 15, and will be conducted as a first class hotel in every respect. Mr. Marshall has leased it from Dr. von Ruck for a term of five years. The work on the addition to the building has been completed and the hotel is now being furnished by Dr. von Ruck. It is hoped that the Asheville and Sulphur Springs railroad will be completed to the hotel by the time of its opening.

Asheville Daily Citizen April 23, 1891

TUESDAY EVENING, APRIL 28, 1891.

WEST ASHEVILLE BONDS.

Capt. Atkinson's Reply to Mr. Carrier's Card.

EDITOR THE CITIZEN:—I have read with surprise, and I may add with regret, the card of Mr. E. G. Carrier touching the West Asheville bonds to aid a street railway. Such arrogance and self-importance I have never before seen proclaimed in this county. Listen to his words: "You may state that I am opposed to it. You may safely say that West Asheville will not vote for it." This may be the imperial way they "stamp" things out where Mr. Carrier comes from, but in old North Carolina it is "news" for a man to thus proclaim himself a town or to announce that the people of a town belong to him and will not vote except as he dictates. Heretofore our people have been allowed to do as they please, but it may be that "a change has come over the spirit of their dreams" and in West Asheville Mr. Carrier must give out the "word" before they can act.

A few facts will probably aid the public to understand how the matter stands. Last winter in the midst of the mud and difficulties beetting travel, the board of aldermen and people it West Asheville, concluded that something must be done so that they could "come and go" like other folks—and after much consultation it was determined by the authorities of the town to amend their charter, so as to enable them to improve their streets, and aid in the construction of a street railway. In accordance with their wishes, I prepared the amendments and they were forwarded to Raleigh and passed without opposition. At that time Mr. Carrier was in Florida and it is likely if he had been here he would not have allowed it to be done, judging from his present assumption of authority.

The truth is, Mr. Carrier has a railway project of his own on the opposite side of the town he thinks the one contemplated on the main street will seriously interfere with. His present plan is to draw everything over in the direction of his own railway, so as to enable him to get rid of his second rate property before he sells off his front on the present Sulphur Springs road, which is his most valuable.

The question is, will the people on the main road allow Mr. Carrier to turn everything over there to his individual benefit and to their own injury for the present and future as well. More than forty of the voters of the town petitioned the board to submit this proposition to aid this "scheme," as he terms it, and it is sure to say double that number would have done likewise had the petition been presented to them, and it is certain they will vote for it unless it is understood that Mr. Carrier will not allow them to do so. Mr. Carrier's plan will turn all the travel, trade and business over on his railway line unless the people on the main road take care of their own affairs. I shall be content for them to decide the matter for themselves and Mr. C. will doubtless have to let things take this course, however much he may be opposed to adopting the dogma the manager policy. If he will build the road on our side of the town he shall have the preference, but if he does not some one else will, and he can rely on that. Capt. Atkinson.

Asheville Daily Citizen April 28, 1891

WEST ASHEVILLE BONDS.

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The Weekly Citizen April 30, 1891

75,000 Already Laid.

Work on the building for Bingham school is progressing rapidly, 75,000 brick having already been laid by the masons.

Jas. M. Westall, the contractor, has entered upon the work with his characteristic energy, and expresses confidence that he will complete the buildings before the expiration of the specific contract time.

The first payment was made today through the National bank of Asheville.

Asheville Daily Citizen May 4, 1891

ANOTHER TOWN.

A Southern Syndicate Will Start One Near Asheville.

Another new town is to be built near Asheville.

A deal was closed yesterday between J. B. Bostic, the real estate agent, and a syndicate composed of South Carolina and Georgia men, for fifty acres near the Sulphur Springs.

The syndicate already owns a large tract of land near the springs. The property sold by Mr. Bostic was surveyed yesterday and the deeds were made to-day.

It is the intention of the syndicate to begin the erection of a town. Streets will be laid out and graded, and a model little suburban city is in contemplation.

The fifty acres sold by Mr. Bostic brought $15,000.

Asheville Daily Citizen May 6, 1891

Ash. Daily Citizen 5/21/1891

President E. G. Carrier, of the Asheville and Sulphur Springs electric railway, says that the road will be in operation next week. All machinery has been placed in position, the trolley wire up, and as soon as the bodies for the cars arrive the road will be ready for traffic. The trucks for the cars are already on the ground.

Asheville Daily Citizen May 21, 1891

AT BINGHAM'S.

The Boys are Impatient to Come to Asheville.

The annual inspection of the military department of Bingham school was made on the 19th inst. by Major J. P. Sanger.

Under recent acts of congress a limited number of army officers are detailed as professors of military science and tactics in certain institutes of learning throughout the country. The military department of these institutions are inspected yearly by officers of high rank and long experience.

Lieut. John Little, of the United States army, at present in charge of the military department of Bingham school, had charge of the exercises on the 19th inst., which consisted of an artillery drill, and company drills in the morning; a review and inspection and battalion drill in the afternoon, concluded with a dress parade at sunset. The inspector, Major Sanger, complimented the corps of cadets upon their proficiency in drill and military bearing. This was also a compliment to the careful training of Lieut. Little.

The boys are looking forward with much pleasure to being in Asheville next year, where they can have an appreciative audience. This will be one of the good effects of the move, as it will tend to brace up the cadets. Major Sanger was outspoken in his praise of Asheville, and said he thought the school would be much benefited by the move.

Asheville Daily Citizen May 22, 1891

WEST ASHEVILLE IMPROVEMENT CO.'S

PROPERTY.

BEFORE YOU BUY A HOME

—OR MAKE—

AN INVESTMENT,

See the improvements and beautiful lots and homes in West Asheville.

HAVE YOU SEEN CITY PARK?

The Streets Are Now Graded.

Have you seen the work on the West Asheville and Sulphur Springs Electric Railway?

Have you seen Spring Mountain where West Asheville is to get the pure spring water?

Have you seen the scenery from West Asheville?

Have you seen in this mountain country more beautiful sites more easy of access?

Have you compared our prices with prices of other localities? If not you have not done yourself justice.

Have You Seen the Race Track

—NOW BEING GRADED IN WEST ASHEVILLE?—

Wonderful Developments and Improvements Going on in West Asheville,

—AND ABOUT—

THE SULPHUR SPRINGS.

Have you visited the Sulphur Springs Hotel under the management of Dr. Marshall?

WE WILL SELL LOTS,

ACREAGE OR STOCK.

Call on or Address,

E. G. CARRIER, Pres. **J. B. BOSTIC,** Sec. and Treas.

Office No. 11 Patton Ave., Asheville, N. C.

Asheville Daily Citizen June 16, 1891

76

WEST ASHEVILLE IMPROVEMENT CO.'S

PROPERTY,

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—OR MAKE—

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WE WILL SELL LOTS,

ACREAGE OR STOCK.

[illegible]

Asheville Daily Citizen June 20, 1891

79

A., A. AND B. RAILROAD.

THE MEN WHO WILL CARRY THE VOTE.

Strong Committees Appointed for the Voting Precincts in Asheville Township—The Work Now in Safe Hands.

The following working committees, whose duty it is to see that all voters are at the polls on July 20, to cast their ballots for the appropriation to the Atlanta, Asheville and Baltimore railroad, have been appointed in pursuance of the resolution adopted at the mass-meeting held in the court house on Thursday night:

Asheville.

EAST WARD (WHITE.)	WEST WARD (WHITE)
Charles Lindsey,	G. W. Justice,
D. W. Cauble,	R. L. Graham,
T. W. Mitchell,	T. W. Triplett,
Manly Creasman,	J. J. Long,
Harvey McConnell,	G. S. Powell,
W. T. Reynolds,	John Jordan,
R. L. Fitzpatrick,	N. P. Chedister,
W. W. Rollins,	P. F. Patton,
Capt. T. W. Patton,	R. D. McCollum,
R. M. Furman,	W. J. Hough,
F. M. Miller,	N. A. Reynolds,
Col. A. H. Baird,	J. M. Green,
Hon. H. B. Carter,	T. Caney Brown,
Col. V. S. Lusk,	C. B. Atkinson,
Dr. Von Ruck,	A. T. Sumney,
W. T. Penniman,	J. T. Bostic,
J. E. Dickerson,	Will Rearden,
Dr. J. S. Grant,	A. Rankin,
W. B. Williamson,	J. J. Mackey,
J. A. Wagner,	J. M. Ingle,
Maj. T. C. Westall,	Geo. F. Scott,
C. W. Malone,	A. Freek,
J. A. Tennent,	G. W. Cannon,
EAST WARD (col.)	WEST WARD (col.)
M. D. Erwin,	Henry Erwin,
T. C. Hamilton,	G. L. Greenlee,
Isaac Ray,	Walter Green,
Henry Mills,	Henry Saxton,
John Whitson,	Thos. Graves,
James Miller,	Thos. Bartly,
George Smith,	J. Baily,
Thos. Porney,	Dan Brown,
Edward Allen,	David Neill,
Isaac Dixon,	James Brown,
Thos. Ledbetter,	Thos. Logan,
Rufus Ledbetter,	S. F. Forney,
Calvin Simpson,	Benjamin Erwin,
Alex. Blackwell,	Alex. Gardner,
Wm. Morris,	Adolphus Erwin,
John Brooks,	Jas. Moorehead,
John Armstead,	George Foster,
J. A. Wilson,	Manson McIntyre,
Aaron Washington,	Albert Jordan,
H. B. Brown.	Samuel Miller.

New Creek.

Capt. T. T. Patton,	Joe. F. Stepp,
A. F. Walton,	W. R. West,
J. C. Redmon,	E. J. Armstrong,
Noah Miller,	Simon White,
John Jones,	Rev. George Bell.
David Hilderbrand,	

Biltmore.

William Cheesboro,	T. M. Porter,
C. Sales,	Hon. M. L. Reed,
Thos. Wilson,	Dr. W. C. Browning,
Charles McNamee,	Erwin Patton,
Dr. Whitaker,	Josiah Jones.
Capt. W. E. Breese.	

Hazel.

M. M. Ledford,	J. M. Jarrett,
John M. Ledford,	C. J. McClelland,
E. Clayton, jr.,	S. D. Holt,
R. M. Deaver,	Will Logan,
Cain Wooley.	W. A. Reynolds.

Beaver Dam.

Joseph Stradley,	John Reynolds.
Charles M. Killian,	Dr. J. S. T. Baird,
Capt. C. B. Way,	Col. J. M. Ray,
[illegible] Norland,	Will Baird,
D. L. Reynolds.	Prof. H. King.

THE RAILROAD ELECTION.

It is Possible the Measure Was Carried.

The friends of the railroad proposition think it possible, after the poll books in the townships shall have been purged of all names not entitled to be there, that the proposition will be shown to have been carried by a majority of the qualified voters.

The vote for the measure at the various polling places, as unofficially announced, is as follows:

Asheville	924
Hazel	60
Biltmore	38
Haw Creek	27
Beaverdam	73
Ivy	343
Reems Creek	113
Flat Creek	101
Total	1,679

The Weekly Citizen July 28, 1891

BINGHAM SCHOOL

—WILL OPEN—

OCTOBER 1st,

Charges for day scholars, $112 per term, payable $56 October 1st, $54 February 1, which covers tuition and books for three classes

Boys who can read intelligently, write legibly and add, subtract, multiply and divide whole numbers are sufficiently advanced to enter. For further particulars apply to Maj. R. Bingham, at 103 Montford Avenue, Asheville, til September 25, and after that at the school. se1053w

Asheville Citizen September 20, 1891

A Fight and a Lynching.

Last Thursday evening a fight occurred between Fred Tyler, "hostler" at the railroad depot, and Hezekiah Rankin, a colored employe of the railroad in shifting cars at the depot.

The result of the fight was that Tyler struck Rankin with a piece of coal; Rankin left, but returned with a pistol, and, whether there was any colloquy or not, shot Tyler, the wound causing death Saturday night.

Thursday night, soon after the shooting, a crowd of Tyler's friends arrested Rankin. The next morning he was found hanging to a limb, dead, his hands tied behind him, presenting a most horrible appearance.

Dr. McBrayer, coroner, with a jury composed of Messrs. R. M. Deaver, W. J. Worley, J. W. Farrell, D. C. Clapp and M. P. Triplett, held an inquest and rendered the following verdict, after hearing all the evidence to be obtained:

"We the undersigned jurors, find that Hezekiah Rankin came to his death by strangulation on the night of September 24th 1891, at the hands of parties unknown to us, and that W. H. Mayo, Lum Bolch, Erwin Allison and Tom McCoy are accessories before the fact."

Virgil Friday, Maria Friday, W. V. Lowe, Calvin McCorkle, Wm. Morgan, Brooks Moore, Wordy Allison, Thos. McCoy, Alphonso Bailey and Jake Burkhart were witnesses before the coroner's jury. The evidence was conflicting. Upon the finding of the jury, Mayo, Allison, Bolch and McCoy were arrested and taken before Esq. A. T. Summey for a preliminary examination. They waived examination and were bailed in the sum of $300 each, for appearance at the next term of the criminal court.

With the court we leave the case.

Asheville Democrat October 1, 1891

AT BINGHAM.

Some News Notes From the Town Over the River.

HAZEL, Oct. 3. [Special.]—Bingham school opened last Thursday with a first roll call seventy-five boys present from all parts of the United States, and they have not all arrived as yet. Each train brings some new comer, either an "old boy" or a "rat," the one returning to greet his old friends or the other to form them. The Lone Star state furnishes fifteen or twenty and Georgia thirteen or fourteen. South Carolina, Tennessee, Alabama, Arkansas, Florida, Missouri, Mississippi are also represented.

The faculty consists of the following gentlemen:

Maj. Robert Bingham, A. M., superintendent, Bingham school, University of North Carolina.

Capt. R. T. Grinnan, University of Virginia.

Capt. S. R McKee, A. B., Fort Mill Academy, S. C., Davidson College.

Capt. Haywood Parker, N. B., Bingham school, University of North Carolina.

Capt. L. P. McGeehee, A. B., University of North Carolina.

Capt. A. McIver, jr., A. B., Bingham school, University of North Carolina.

Lieut. John Little, U. S. A., Webb school, United States military academy at West Point, professor of military science and tactics.

M. C. Millender, M. D., Bingham school, University of North Carolina, University of Virginia, New York polyclinic post graduate school surgeon.

All of these gentlemen are graduates of first-rate colleges.

The appointment of the officers will take place in a week or ten days. The following officers will serve until the new ones are made.

Lieut. Will A. Downes, Crocket, Texas.
Lieut. E. Bates Block, Atlanta, Ga.
Lieut. C. DeWitt Pinado, Atlanta, Ga.
Lieut. J. Boyce Langston, Atlanta, Ga.
Sergt.-Major Worth McAlister, Asheboro, N. C.
Sergt. George W. Barrett, Atlanta, Ga.
Sergt. Wm. P. McBee, Greenville, S. C.
Sergt. Will Bethell, Memphis, Tenn.
Sergt. Wallace A. Shaw, Houston, Tex.
Sergt. J. E. Jarratt, Marianna, Ark.
Sergt. H. M. Davidson, Charlotte, N. C.

These officers served last year, and only two of this list had the pleasure of being in the prize company. Sergents Shaw and Jarratt, Company A, being the successful contestants.

NOTES.

The mess hall is kept to perfection this year, the food is well prepared, every thing neat and clean.

It seems quite strange to see visitors on barracks. Last year we were in the heart of the country and could see no one at all. But now that we are only a short distance from the beautiful city of Asheville we will be pleased to have visitors call.

"Morse Rats" thank you. They are here by the wholesale and arriving every day. Let them come, we love to guy them.

One Rat is high strung. I say one, I should say two or three, but one particular [illegible] from camped and [illegible] out of sight.

We can't help but congratulate Major Bingham on his water system. It is quite different from last year, where we had to draw it from a well about fifty [illegible]

The Outlook for a Glee Club this year is good. Heavy there are several musicians in school.

The Bingham A. B. [illegible] organized yesterday [illegible]

Spider Merritt from Key West, is [illegible]

Gil Bailey [illegible]

SCHOOL YELL.

[illegible]

Asheville Daily Citizen October 8, 1891

AT BINGHAM.

The School is in Good Running Order Now.

HAZEL, N. C., Oct. 10.—[Special.]—Bingham school is now in good running condition. The classes have been organized and the work will go on as usual. All the faculty have splendid class rooms and the classes are all very nice size, with about the right number of boys in each class. The "study hours" begin at the "inspection" and last until 2.15.

The duties which we have to undergo are as follows: At about 7 o'clock reville is sounded, at which all the boys have to answer to the roll-call, then 20 minutes are given in which the cadets have to straighten up their rooms and prepare for inspection, which includes making ready and turning up your bunk, drawing water, sweeping the floor and gallery, blacking your shoes and having your person in a tidy condition.

Then about 7:45 the first breakfast bell rings which is a premonitory for the second, which rings about five minutes after. After breakfast the "assembly" is sounded, and the men form and march in to the mess hall where the report is corrected and all orders are issued. After "assembly" comes the first bell which is 9 o'clock, and that period (which lasts three quarters of an hour) is given for what is known as "English hour." Then comes the regular periods for the different hours.

At 2:15 school adjourns, or as it is known, "study hours" cease, and then dinner is had. After dinner at 3 o'clock the drill signal is sounded, at which all have to participate, except those physically disabled. At 4:30 the "recall" is sounded which announces the drill to be at an end.

At about 4:35 the reception bell is struck when all those who have missed their lessons have to be in attendance and a more cordial greeting a person could not have. The captain who holds this meeting is very kind and considerate and sees that you are not permitted to look off your book, or the penalty is realized in demerits. This reception last for an hour and a quarter when it adjourns. Then a short space of time is had for recreation between reception and supper.

The first supper bell rings 6:30 o'clock at 7 o'clock retreat is sounded when all the cadets are confined to their quarters. The retreat round is made to see that all are in. At 8 o'clock officer of the day makes the round. Night study hours last until 9:30 when tattoo is struck which announces study hours over, then one hall of an hour is given for the boys to visit, at 10 o'clock taps are rung when all the lights are to be put out and all students are to be in bed.

At 10 is the silent signal is given when all talking must cease, under penalty of demerits. The officer of the day and the assistant officer of the day make a round and see that all the inmates in their rooms and in their proper beds.

Asheville Daily Citizen October 10, 1891

A STREET RAILWAY DAY

CHARTERS PASSED BY THE BOARD YESTERDAY.

The Aldermen at a Special Meeting Give Franchises to Two New Companies—There Will be No Meeting of the People on the Fare Question.

"As one of the committee on the ten-cent fare matter, I recommended last week that a meeting of all interested be held in the court house on Friday night. But as that seems to have created a good deal of excitement I move that the ten-cent fare matter be made a special order for 4:30 o'clock Friday afternoon, and that the meeting be held in this [the mayor's] *office. We don't want any outside opinions, but just those which will aid us in a decision."*—Alderman Brevard in the meeting of the aldermen yesterday.

Railways! railways! railways!

That's what was dinned into the ears of the board of aldermen yesterday. A special meeting was held at 4 o'clock, in the mayor's office, for the consideration of new and old street railway projects.

Mayor Blanton wielded the gavel, and all the aldermen were present except Mr. Reynolds.

As the railways interested the tobacco men, there were several of those present, among them R. P. Walker, J. M. Smith, J. Y. Barber, N. T. Chambers and W. C. Sprinkle.

Then there were J. S. Adams, attorney for the Asheville and Biltmore line; Col. R. McBrayer, for the West Asheville and Sulphur Springs line; Capt. M. E. Carter, F. A. Soudley and T. A. Jones, for the Asheville street railway line.

And last, but by no manner of means least, was Maj. Martin (or "Col." as he asked Col. McBrayer to address him), who had deigned to drop in and follow the business of the board.

Asheville and Biltmore.

Mr. Adams' company's charter for a car line from the city limits to the square by Valley street, was taken up first. The committee had made a few changes. The clause as to a maximum charge of three cents per hundred for freight was stricken out. A lengthy discussion was

F. A. Soudley, representing the Asheville street railway, also spoke in opposition to the granting of the charter. He asked if as a question of business prudence it would be wise to set two companies to pulling hair in a court room, spending all the revenue in law suits. The granting of the exclusive franchise by a previous board, was a matter of good faith as well as a legal obligation upon the present board. It would have a bad effect upon capital to take the rights of the company that has spent its money here and give them to a new company.

Col. McBrayer's Compliments.

Col. McBrayer then took the floor, after being assured that there were no more speakers for the Asheville street railway company. He said he had expected to raise a disturbance with this charter, and had not been disappointed. There had been more actively in street railway circles in the past two days than he had ever seen. He didn't want the city to believe that it would be involved in any lawsuit. His company could not be scared. Of course "Col." Martin would like to have an exclusive privilege. A board of aldermen could not grant an exclusive franchise to any company. When the West Asheville company entered Patton avenue, let the Asheville company take the matter into the courts. His company was ready for the fray. The Asheville street railway company was trying to bluff, but his company could not be bluffed. If he could not find the authority for his position as to the exclusive franchise, he would quit practicing law within thirty days.

There followed a long discussion about the line on Water and Walnut streets. The warehousemen wanted a line as soon as possible. The Asheville street railway could build their line quicker than the West Asheville company could, and as the Asheville company had agreed to do this, Col. McBrayer consented to striking out the Water and Walnut streets part of his charter. With that clause taken out, the rules were suspended and the charter granted.

? ? ? ? ? ? ?

During a lull in the discussion Alderman Brevard arose and spoke in the following strain:

"As one of the committee on the ten-cent fare matter, I recommended last week that a meeting of all interested be held in the court house on Friday night. But as that seems to have

clause as to a maximum charge of three cents per hundred for freight was stricken out. A lengthy discussion was indulged in, and finally the ordinance granting the charter was adopted, by suspending the rules. There were no dissenting votes.

T. A. Jones, attorney for the Asheville street railway company, asked an amendment to the charter of the company, allowing it to extend its road across Atkin and Valley streets. This amendment was adopted.

Some Fun Here.

Col. McBrayer asked the board to allow the charter asked for by him for the West Asheville and Sulphur Springs railway company. They wanted to come from the passenger depot up Depot street to Bartlett, Bartlett to French Broad avenue, French Broad avenue to Patton avenue, up Patton avenue to street in rear of government building, across Haywood and down College to North Main; also down Water and Walnut streets. They desired privileges of freight traffic as accorded to the other companies. They would begin work in thirty days and complete within eight months. The fare would not be more than five cents. They would give bond to indemnify the city against damages for widening the streets, after the board decides on the streets which are to be widened.

Attorney Jones, for the Asheville street railway, opposed the granting of the charter from a moral and equitable view and from a legal view. The board of aldermen had in good faith granted an exclusive franchise for ten years over some of the streets asked for by the West Asheville company, and this board should not go back on what its predecessors had done! The aldermen should work for the best interests of the city, and not for a private speculation. The West Asheville company was pictured by Mr. Jones as a company of men who would suck the blood from Asheville, and build up Sulphur Springs, where the men own property which they want to sell. Again, Patton avenue, Mr. Jones said, was too narrow for two car tracks. The Asheville street railway was already built, could carry all the passengers who want to ride, and was giving satisfaction, except possibly in the ten-cent fare. His company was willing to build on Walnut and Water streets, to accommodate the warehousemen. Anyhow, if the board granted the charter, the action would involve, not only the West Asheville and Asheville companies, but the city, in endless litigation. His company would certainly sue out an injunction to prevent the other company from coming onto Patton avenue.

week that a meeting of all interested be held in the court house on Friday night. But as that seems to have created a good deal of excitement I move that the ten-cent fare matter be made a special order for 4:30 o'clock Friday afternoon, and that the meeting be held in this [the mayor's] office. We don't want any outside opinions, but just those which will aid us in a decision."

Then Mr. Brevard sat down.

And the mayor put the motion, and it carried, and the street railway company seemed to be pleased.

More Privileges.

As soon as Col. McBrayer's charter was passed, Attorney Jones came forward, asking that an amendment be passed to his charter, allowing the company to build its tracks on North Water street from North Main to College street, and up that street to North Main at Penniman & Co.'s, over the route given to the West Asheville and Sulphur Springs company. Col. McBrayer protested, saying the company had taken advantage of his concession of Water and Walnut streets. There was another long pow-wow, in which Col. Martin participated largely. The board was not disposed to grant the privilege over College street, and finally it was decided that the matter be left open until next Friday at the regular meeting.

Attorney Jones also asked for an amendment to his charter allowing the company to put down T-rail over stallines instead of the rails now used. The amendment passed.

And then, at 7:35 o'clock after a long and tiresome session, the board adjourned, and the weary editor rushed pellmell

STREET RAILWAY BLUFF.

IT WORKED LIKE A CHARM ON THE BOARD.

The Board of Aldermen Decides to Give its Child, the Poor Little Railway Company, An Extra Bottle of Pap—Mr. Brevard Gets Up and Sits Down.

J. M. GUDGER, T. C. STARNES, J. H. McDOWELL,	For the People.
MAYOR BLANTON, W. T. REYNOLDS, J. D. BREVARD, C. B. LEONARD,	Against the People.

The people spoke.

The aldermen heard.

Did the aldermen heed?

Gaze for answer upon the names above given, in bold type, that there may be no mistaking the attitude of Asheville's board of aldermen, by the aid of the city's most worthy mayor.

All the readers of THE CITIZEN have been following the matter of the ten-cent fare charged by the Asheville street railway, of which "Col." J. G. Martin is the Chief Gougist, ever since it was first put into operation.

The board's committee, after being assured by "Col." Martin that the company was not making money, made a straddling majority report about as the "Col." stated the case.

Yesterday afternoon was the time, and 4:30 was the hour for the consideration of the matter. That there was considerable interest taken was shown by the crowd that attended.

The meeting was held in the mayor's office, thanks to the all-seeing eye of Mr. Brevard, and the full board was present, Mayor Blanton also attending, and occupying his accustomed seat with all the dignity of his office.

Among the legal lights attending were: J. M. Gudger, F. A. Sondley, Col. R. McBrayer, Capt. Melvin E. Carter, Maxwell Malone, Andre Geo. A. Shuford.

Here's No Dummy.

Alderman Gudger then arose and spoke his mind in the matter. He differed with the majority report. He did not like to contend for a matter of five cents. He told of how a church goer wishing to go from Church street to the First Baptist church, would have to pay in car fare what he had expected to put in the plate. The company undoubtedly had a right to charge ten cents, but if ten cents is the maximum fare, then the ten cents should be charged for each trip, no matter how long or how short. The present system is simply a deceiving of the entire traveling public. Mr. Gudger introduced the following ordinance:

"Be it ordained by the mayor and board of aldermen, That the fare for transportation of passengers in the city of Asheville by the street railroads therein shall be five cents, which shall entitle the person paying the same on one continuous trip to travel to any point within the city limits, and to effect the same it shall be the duty of the railroad company to which the passenger shall pay his fare to give a transfer ticket, and any connecting road or line shall upon receipt of same transport such passenger. And any railroad company within the city violating this ordinance either by refusing to accept a transfer ticket, or to give one, or charge for transportation more than five cents, shall for each and every such offence, pay a fine of fifty dollars."

The company had no right, continued Mr. Gudger, to cut its one line up into several lines. Every decent street in the city is covered by these car lines, and every time you get on a car you are compelled to pay five cents, and when you transfer it is a nickel more. "But," says the company, we are not making money!" Why, they say they are going to put down T-rail all over the lines. The company certainly shows every sign of prosperity. They have violated the spirit of the charter. Whenever the company convinces me that they are losing money, I will be the first to give them relief. I don't want a lawsuit out of this thing, but if it must come, I say let it come. There is a possibility that the company are "hogging." If we pass this ordinance the company has redress in the courts, but if we accept Mr. Brevard's resolution the people will have no redress.

Mr. Starnes then moved to put the ordinance on its first reading. This carried and Mr. Gudger moved to suspend

Straight Talk.

Col. Reuben McBrayer then took the floor. The Colonel was not the attorney of anybody, representing no one except himself as a private citizen. He told the board that if the wishes of the people were disregarded by the board, the people could have no redress. The board are the representatives of the people and having been elected by them, should hear them. The street railway company was shooting with a double-barreled gun. It said first "you haven't the power," and again "If you have the power you oughtn't use it. He was thoroughly satisfied that the board had the right to regulate the fares. A former board could not legislate away any power of a subsequent board. The city attorney said that the board had the power to regulate the fares, continued Col. McBrayer, and he was suprised to know that the board was still undecided after that opinion. Every corporation getting a charter receives it knowing that new boards are elected every few years, and that a charter was liable to change, to suit the changed condition of the city.

Col. McBrayer said the only question was "Is it wise to regulate the fare?" There was no doubt about the power to do it. The Colonel's speech was a strong one and would have convinced almost any man.

"Three Cheers for Jim Martin."

Capt. Carter made a closing eulogium of "Col." Martin, telling how he had generously gone into his own pockets, and even mortgaged all his property to build the lines of railway called for by public demands. Another mass meeting should be held, in which "Col" Martin should be commended for his great heartedness and self-sacrifice. All should say "Three cheers for Jim Martin!"

An Untieist.

Mr. Gudger's ordinance was then put on its second reading and lost, by the following vote, which result had been known to those "on the inside" for several days:

Ayes—Gudger, Starnes, McDowell—3.

Noes—Leonard, Brevard, Reynolds—3.

A tie resulting, Mayor Blanton voted "No"—and the people were left to whistle down the wind.

Oh, He's a Five-Center!

Then Mr. Brevard stood up.

all the dignity of his office.

Among the legal lights attending were: J. M. Gudger, F. A. Soudley, Col. R. McBrayer, Capt. Melvin E. Carter, Maj. W. H. Malone, Judge Geo. A. Shuford, Chas. A. Webb, Capt. Thomas D. Johnston, T. R. Kenilworth, Walter S. Cushman, [illegible]

"Col." Martin, who several times tantalizingly requested Col. McBrayer to address him as "Colonel," sat during the first part of the performance rather back from the arena; but finally came nearer, and occupied his time by twisting his moustache and blowing clouds of smoke, which latter article coquettishly insisted upon mingling with the "Colonel's" forelock.

Time was called by the mayor soon after 4:30. Mr. Starnes broke the ice by moving to take up the special order—the consideration of the ten-cent fare question.

Here's the "Cure-All."

Mr. Brevard, who looked at the "Colnel's" books, arose and, without any attempt at ostentation, offered a resolution which he thought would cover the case. He prefaced the resolution by a few remarks, reading from the "Farinholt ordinance." He didn't think the board ought to go back on the work of its predecessor. The resolution follows:

"Be it resolved, That from the investigation made by the committee of the board, and the board itself in reference to the charges for passenger fare made by the Asheville street railway company, the board is of the opinion that there has been up to this time no violation by said railway company in its rates of passenger fare of its rights and privileges under its charter granted by the legislature and the former board of aldermen."

ance the company has redress in the courts, but if we accept Mr. Brevard's resolution the people will have no redress.

Mr. Starnes then moved to put the ordinance on its first reading. This carried and Mr. Gudger moved to suspend the rules and place it on its second and final readings, which also carried.

Capt. Carter for the Road.

Capt. M. E. Carter, attorney for the Asheville street railway company, then talked about the business. He had not attended any of the fare meetings, because he thought the matter was one to be settled by the board, and not by people who had no official authority. Are mass meetings to be held and the board dictated to and spat upon, because it decided to allow the fare to remain as it now is? Do the friends of the company [illegible] [illegible] [illegible]

THE W. A. & S. S. LINE.

The Bonds Sold and Work to Begin This Week.

Let those doubt who will, but just the same Asheville's new street car line to the depot is a thing assured in the near future.

The charter, it will be remembered, was granted to the West Asheville and Sulphur Springs railway company by the board of aldermen at the special meeting on Tuesday of last week.

The road connects at the passenger depot with the Sulphur Springs line, and comes into the city over the following streets: Depot to Bartlett, Bartlett to French Broad avenue, French Broad avenue to Patton avenue, Patton avenue to the street in rear of the government building to College street, and thence with College street to North Main street at Penniman & Co.'s hardware store.

The company that is to build the road is made up of the following of Asheville's good business men: J. B. Bostic, T. H. Cobb, W. W. Barnard, J. M. Bostic, P. C. Carter and J. E. Carter. The capital of the company is $50,000. The bonds have all been sold for Asheville money and are now in the hands of the bank, ready to be called for.

As soon as the grades shall have been prepared upon the streets over which the new road will run, the company will begin work. That will probably be this week, and THE CITIZEN is informed by J. B. Bostic that they are confident of completing the road within forty days.

It is the company's purpose to run the cars every ten minutes. The power will be furnished by the plant now used by the Sulphur Springs line.

And the fare will be five cents. Wait for the new line.

Asheville Daily Citizen October 20, 1891

WAIT FOR THE GLEE CLUB.

THE BOYS OF BINGHAM HAVE ORGANIZED.

The Musically-Inclined Cadets Will Give an Entertainment in the Grand Opera House Soon—The Composition of the Club.

HAZEL, N. C., Oct. 23.—[Special.]—Eureka! The Glee Club of Bingham school has been formed, and a glorious old time is in store for those who love music. An order was made last Saturday by the president acting pro tem., calling together a number of boys with musical instruments, and a finer assortment of musical paraphernalia and good-looking young men could not be found.

The object of the meeting was stated by C. D. Pinson.

Mr. Gahagan moved that Robt. Bingham be elected president, which was carried by a unanimous vote.

C. D. Pinson was next elected secretary and treasurer unanimously.

Mr. Bingham then stated that "he thought if every man would come down to an earnest effort, putting shoulder to shoulder, the club would be a success, but otherwise it would not."

The quartette is being formed, and if possible an octette will soon be organized. There are in all the following instruments in the club: Six guitars, three banjos, twelve concert harmonicas, one flute and mandolin. The voices in the club are all very good, and are only needing a little practice.

The club is composed of the following gentlemen and their different positions: Robt. Bingham, guitar; Geo. W. Gahagan, guitar; C. D. Pinson, guitar; W. P. Smith, guitar; Chas. Tatum, mandolin; Mr. Lewis, banjo; Chas. R. Merrill, guitar; Robt. C. Clarke, banjo; Worth McAllister, guitar; Mr. Sellers, harp; J. E. Jarratt, chorus; W. P. McBee, chorus; Edwin M. Brown, chorus.

The octette is composed of the following gentlemen: Messrs. Smith, Gahagan, Merrill, Pinson, Bingham, McAllister, Lewis and Brown.

A committee of three was appointed to attend to the business of the club, also to see about all entertainments, etc., composed as follows: Pinson, Gahagan and McAllister.

All of the gentlemen in this club are strictly of the finest material and of considerable musical talent.

Take Robert Bingham; he has a fine tenor voice and plays beautifully on his guitar. With a fine voice, splendid "ear" for music, and being one of the most handsome young men in school, he will soon attain that position which so few are capable of filling.

Then Mr. Geo. W. Gahagan, as he is known, "Smiling Smokey," is also a member who will do justice to the club. He is also a handsome boy and loves the girls.

C. DeWitt Pinson, known as "Foxie," is a member and is secretary and treasurer. He will work hard for the success of the club.

W. P. Smith has a splendid guitar and knows how to use it to the best advantage.

Mr. or "Pat" Smith's good looks and politeness will win for him many admiring friends.

Charles Tatum is a very clever fellow and goes to work on anything with a vim, and will make a very active member.

Mr. Lewis, from Alabama, is a thorough brunette, and is handsome in the extreme. He plays on the banjo, guitar, harp and flute and is a member of the Bingham school drum corps.

Chas. Russell Merrill, or "Spider" Merrill, is also in the club and takes a leading part in the quartette. He has a tenor voice; and until his voice ceases to change, we will be minus a leading note.

Ah! Robert C. Clarke; what can be said of him? Good looks, splendid figure, highly cultured in the art of manipulating his fingers upon the wires of that so-called banjo. That!—"In the clouds," sure.

Worth McAllister plays well on the guitar, sings well, has a tenor voice, and is quite popular with the boys. He is to be one of the very best members.

Then we come to Mr. Sellers, a very small lad, of Lexington, Ky. He plays admirably for a youth of his size, and at no distant day will soon surprise the public with his wonderful musical feats.

J. Ernest Jarratt has a splendid alto voice and is quite a help to the club. He is quite popular.

W. P. McBee is also one of the chorus men and sings a deep bass, the sound of which resembles that of an approaching tornado.

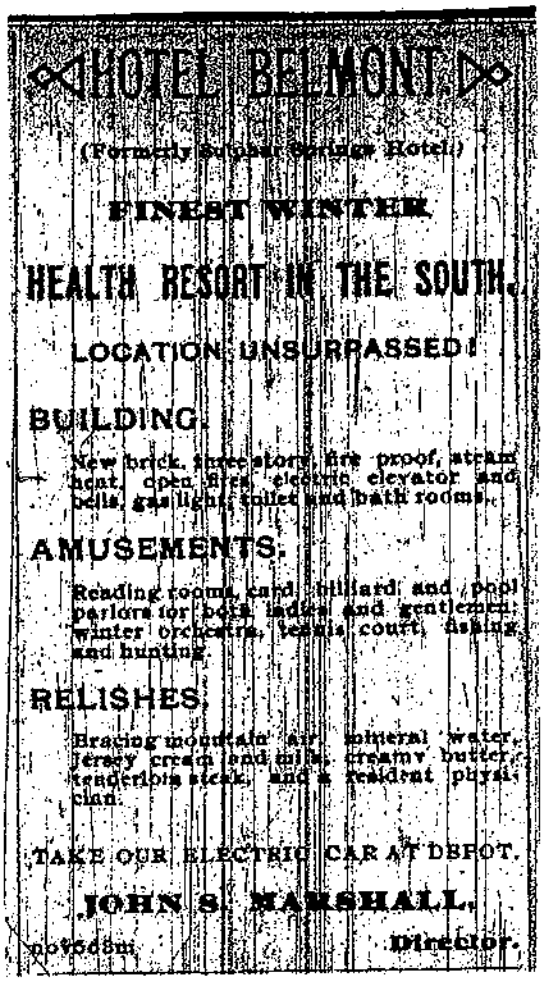
Edwin M. Brown has a soprano voice. He is pronounced by all the musicians as a musical genius and sure he is appreciated as being a member of this organization.

The club has not as yet reached its highest degree of success. New members are being received every day and soon no organization of this character can equal ours. The managing committee are trying to make arrangements with the proprietors of the opera house to give an entertainment at a very early date, and the generous and good hearted people of Asheville will enjoy an entertainment fully worth their time.

Until further notice is given through this column, all persons are requested to have tender thoughts regarding this new organization and as soon as possible we will try and entertain you with some good music. Luck to the club!

"Foxie."

Asheville Citizen October 23, 1891



HOTEL BELMONT.

(Formerly Belmont Springs Hotel.)

FINEST WINTER

HEALTH RESORT IN THE SOUTH.

LOCATION UNSURPASSED!

BUILDING.

New brick, three story, fire proof, steam heat, open fires, electric elevator and bells, gas light, toilet and bath rooms.

AMUSEMENTS.

Reading rooms, card, billiard and pool parlors for both ladies and gentlemen; winter orchestra, tennis court, fishing and hunting.

RELISHES.

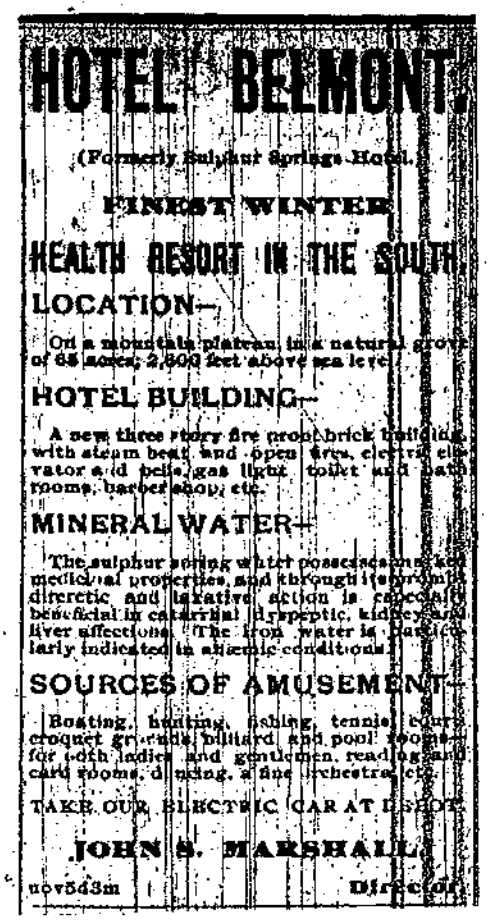
Bracing mountain air, mineral water, Jersey cream and milk, creamy butter, tenderloin steak, and a resident physician.

TAKE OUR ELECTRIC CAR AT DEPOT.

JOHN S. MARSHALL,

Director.

Asheville Daily Citizen November 17, 1891



HOTEL BELMONT,

(Formerly Sulphur Springs Hotel.)

FINEST WINTER

HEALTH RESORT IN THE SOUTH.

LOCATION—

On a mountain plateau in a natural grove of 65 acres, 2,500 feet above sea level.

HOTEL BUILDING—

A new three story fire proof brick building, with steam heat and open fires, electric elevator and pelo gas light, toilet and bath rooms, barber shop, etc.

MINERAL WATER—

The sulphur spring water possesses rare medicinal properties, and through its chronic, diuretic and laxative action is especially beneficial in catarrhal dyspeptic, kidney and liver affections. The iron water is particularly indicated in anaemic conditions.

SOURCES OF AMUSEMENT—

Boating, hunting, fishing, tennis courts, croquet grounds, billiard and pool rooms for both ladies and gentlemen, reading and card rooms, dancing, a fine orchestra, etc.

TAKE OUR ELECTRIC CAR AT DEPOT.

JOHN S. MARSHALL,

nov543m Director.

Asheville Daily Citizen December 21, 1891

In connection with Robert Henry may be here given analysis of the mineral springs mentioned as discovered and opened by him.

Sulphur Spring. In one U. S. Gallon of water: Hydrogen Sulphide, 1813.70 Grains; Sodium Sulphide, .43 Grains; Sodium Chloride, .15 Grains; Total, 1829.13 Grains.

Iron Springs: Acid Carbonic, 5.65 Grains; Iron Carbonate, 3.86 Grins; Calcium Bicarbonate, .74 Grains; Magnesia Bicarbonate, 5.71 Grains; Calcium Sulphate, .12 Grains; Magnesium Sulphate, .18 Grains; Sodium Chloride, 2.46 Grains; Silica, .61 Grains; Total, 19.33 Grains in one U. S. Gallon of water."

"H. A. Sawyer's Asheville, or The Sky-Land, 1892, 77.

A History of Buncombe County North Carolina

BY

F. A. SONDLEY, LL.D.

"The Belmont."

Asheville, N. C. "The Land of the Sky."

OPEN ALL THE YEAR.

The finest health resort in America. A new three-story brick building, located in a mountain grove of 65 acres, 2,500 feet above sea level. Delightfully cool in mid-summer, comfortably warm to sit out of doors in mid-winter. Three medicinal springs (White and Black Sulphur and Iron), which possess remarkable curative properties.

The best medical authorities pronounce the climate of Asheville the finest in the world.

The building has one quarter mile halls and verandas, steam heat, grate fires, private baths, electric elevator and gas light.

Take the HOTEL BELMONT electric car at the depot.

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JOHN S. MARSHALL, M.D.

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Richmond & Danville Railroad.

The only Rail Line to Asheville and Hot Springs, N. C.

Through Pullman Vestibuled Sleepers from New York, Philadelphia and Washington to

Asheville and Hot Springs, Without Change,

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DANVILLE, GREENSBORO AND SALISBURY.

—ONLY—

25	Hours	New York	to	Asheville.
18	"	Washington	"	"
28	"	Jacksonville	"	"
10	"	Augusta	"	"
10	"	Atlanta	"	"
26	"	New Orleans	"	"

The Great Washington and Southwestern Vestibuled Limited.

Comprising the most recent Pullman Sleeping and Hotel Cars Between

WASHINGTON AND ATLANTA,

With Through Sleepers,

NEW YORK TO NEW ORLEANS,

—AND—

WASHINGTON TO MEMPHIS.

Three Trains, **ALL DAILY,** Each Way.

Between the East, South and Southwest.

W. H. GREEN,
General Manager,

SOL. HAAS,
Traffic Manager.

ATLANTA, GA.

JAS. L. TAYLOR,
General Passenger Agent,
Atlanta, Ga.

W. A. TURK,
Asst. Gen. Pass. Agt.,
Charlotte, N. C.

—THE—

HOTEL BELMONT,

ASHEVILLE, N. C.

(Formerly known as "Asheville Sulphur Springs Hotel."

See Illustration on Page 71.

Fire-Proof, New Brick Structure of 200 Rooms, situated in a beautiful natural grove of 65 acres, with adjoining park of 100 acres, location unsurpassed for scenery; exquisite mountain views from every window of the house; therefore no undesirable rooms; nicely kept grounds; freedom from dust.

Sulphur and Iron Springs, celebrated for their medicinal properties. The Sulphur Spring, No. 2, is not so strong, but pleasant to drink; a mountain spring of perfectly pure, freestone water is conducted to the Hotel in galvanized iron pipes. Sanitary plumbing and sewerage; public and private baths. Steam heating and open fires; rapid Electric elevator; gas and electric lights, steam laundry, large rooms; light, large and elegantly furnished corridors.

The best orchestra of seven accomplished musicians at any resort in the South. *Brass band, large dance and concert pavilion*, lawn-tennis, bowling alley, ball grounds; well equipped new livery, fine riding horses, boating and fishing on the Hominy and French Broad Rivers. The hunting in the park is reserved for the guests of the house.

The Belmont has its own dairy farm and garden products.

The furnishings and equipment are entirely new; elegant and these as well as the *table* and *service are first-class and second to none in Asheville.* "A clean house" a specialty. The Belmont, by its location and surroundings, has many advantages not to be found elsewhere, it will afford *"the best of everything at moderate rates."*

Special Electric Street Car from Depot and City to the Hotel every 20 minutes.

For Rates and Pamphlet, address,

THE MANAGER.

OPEN ALL THE YEAR.

THE BEL
a natural
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From *"Asheville, or the Sky-Land"*, by H. A Sawyer, 1892

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For Rates and Pamphlet, address,

THE MANAGER.

OPEN ALL THE YEAR.

From *"Asheville, or the Sky-Land"*, by H. A Sawyer, 1892

THE BELMONT.

Location.

THE BELMONT is situated on a mountain plateau, in a natural grove of sixty-five acres, at an altitude of 2,500 feet. The West Asheville and Sulphur Springs Electric Railway extends from the hotel to the Union Depot, making trips every half hour, where it connects with the Asheville city line. The scenery along this road is the most picturesque and enjoyable to be found in this vicinity. From "The Belmont" the road follows the banks of the Hominy; then climbs Strawberry Hill and descends to the beautiful French Broad and winds along its banks to the junction of the two rivers, the French Broad and the Swannanoa. At this point the road crosses the French Broad over a substantial iron bridge and continues down the east bank of the river to the depot.

Building.

The Hotel Belmont is an elegant new three story brick building (the only large brick hotel in Asheville), with every modern improvement, of a capacity for 250 guests. The location offers the most magnificent scenery from every window in the house, hence there are no undesirable rooms.

ABOUT ASHEVILLE.

SOME OF ITS ADVANTAGES AND ATTRACTIONS.

What our Mountain Metropolis Possesses in the Way of Comforts and Conveniences Truthfully Told in Pungent Paragraphs.

It has a Telephone Exchange.

It has a progressive Y. M. C. A.

It has a good system of sewerage.

It has an efficient Fire Department.

It has a well drilled military company.

It has an altitude of nearly 2,800 feet.

It has the Gamewell Fire Alarm System.

It has a public Library and Reading Room.

It has a large and excellent Female College.

It has a progressive Mayor and City Council.

It has four railroads running in all directions.

It has three banks and two more in prospect.

It has the handsomest Opera House in the State.

It has a score of eminent and skillful physicians.

It has a large number of first-class livery stables.

It has excellent schools, both public and private.

It has two large and well equipped Sanitoriums.

It has two electric light companies and a gas company.

It has energetic, progressive and wide-awake merchants.

It has two daily and half a dozen weekly newspaper.

It has a population of 12,000 and about 100,000 visitors yearly.

It has dry, bracing air and a delightful climate most of the year.

It has a well conducted Hospital with an efficient medical corps.

It has an electric street railway traversing all parts of the city.

It has fine mountain scenery and pleasant drives in every direction.

It has a good system of water works, giving an ample supply of pure water.

It has a population composed of people from nearly every State in the Union.

It has more hotels and boarding houses and the largest and finest of any place in the State.

It has Presbyterian, Episcopal, Baptist, Methodist, Christian and Roman Catholic churches.

It has a new Government Postoffice in course of construction, and a new City Hall is to be constructed soon.

It has flourishing Masonic, Knights of Pythias, Odd Fellows, Knights of Honor, Sons of Temperance lodges, besides several labor organizations.

It has an Ice Factory, a Cotton Mill, 2 Shoe Factories, Furniture Factory, Cigar Factory, numerous Wood Working Factories, Tobacco Factories, Flour Mills, Broom Factory, etc.

Asheville Democrat January 3, 1892

ON THE HEIGHTS.

Weekly Letter From Out at Bingham School.

BINGHAM HEIGHTS, N.C., Jan. 8.—[Special.]—Since "Foxie" left us the happenings in the school have been unchronicled, and we seem to have no one with Foxie's journalistic gifts to report from week to week. But things happen sometimes, Foxie or no Foxie, and sometimes very pleasant things. We have received an invitation to a reception at Mrs. Maitland's school for young ladies, which we consider a high compliment, and we shall put on our good clothes (our good manners are not put on, they are kept on) and we shall try to keep up the repute of the Binghamites.

Our new gymnasium is the best in the south. Nearly all the equipment is in it now, and every afternoon a large number of the cadets go there for exercise, and some have the contest for medals in the spring in view. We also have an excellent ball ground in prospect. Maj. Bingham has leased several acres of the sand flat just above Pearson's bridge, where as good a play ground can be made as anybody need wish. Is it much of a stretch of the imagination to see the street cars bringing Asheville's population to Pearson's bridge to witness our athletic sports, football games, dress drills and so on when the icy breath of winter shall be replaced by the balmy breezes of spring? Hasten on O ye auspicious street cars! Alexander the Great, after conquering Persia, is said to have ridden his horse to the saddle skirts into the Indian ocean. But we will all vote President Powell greater than Alexander if he will drive his street car wheels not into, but to the edge, of the limpid waters of the French Broad, and there will be nickels and nickels in it, and no mistake. We will furnish the attraction if he will furnish the street car track.

An occasional "rat" puts in an appearance, Gash from Haywood county and Poston from Memphis being our last "rodents."

Misses Mary Kerr and Sadie Bingham, whose presence has brightened us so much on the Heights, left Buncombe Wednesday for a visit to Alamance and Randolph.

We expect Mrs. Major Bingham very soon again, her physician in Spartanburg having returned her pronouncing time spent in his care. X. Y.

Asheville Daily Citizen January 9, 1892

FRIDAY EVENING, FEBRUARY 5, 1892.

BUDGET FROM BINGHAM'S

WHAT GOES ON AT THE BIG MILITARY SCHOOL.

"The Citizen's" Regular Correspondent Talks Some on the Weather, and Tells How One of The Cadets Got Fired.

BINGHAM HEIGHTS, Feb. 5.—[Special.]—The Asheville climate during October, November and December, when our first acquaintance began, your correspondent thought that it was no wonder people should come from far and near to enjoy such delicious air and sunshine and such lovely scenery; and the denying Peters and the doubting Thomases, who had it all their own way last winter, I hear, and were happy, could grumble only because there was nothing in air, earth or sky to grumble at. But "every dog has his day," and the growling species of canines, for a little while, had an opportunity of wagging their heads, and saying 'Aha' aha,' as if the storm god never flapped his wings over any place, but Asheville, and as if there were no mud anywhere else. In fact, we fear, of bad weather everywhere, and as for snow—while we hear of eight inches one week and ten another from Memphis to Morehead City, there has not been enough on our hill to track a rabbit or make a decent snow ball, much less a real snow fight, which the boys always enjoy.

Our Reading Room.

Our two literary societies, the Kalethenic and the R. E. Lee, have each established a reading room, supplied with the best monthly magazines and weekly and daily papers. The committees, of which Cadets Collier and Langston are chairmen, deserve great credit for their judgment in selecting reading matter, and their taste in getting up the rooms. When your sanctum fails to supply you with sufficient information upon the topics of the day, come over to our reading rooms on the Heights and rest, refresh and inform yourself.

Our Discipline Illustrated.

Every now and then some boy breaks over the rules and regulations and has to be "fired," and when one breaks over he knows exactly what is coming—and it comes. But we had a case of discipline last week which justifies the school saying, called the "American Rugby," as it has often been called, from the very high standard of honor which prevails among the boys. We don't claim to be saints but we do claim to be gentlemen. Boys will be boys and they ought to be boys and most of them have more fun for the fun of it than for pay. But we know that as we do in the answer to roll call and regular question, "Is anybody absent," false report about violating an order. That same night the entire corps of cadets summoned him before them, heard the evidence carefully and patiently considered it, only about two dozen asked for his expulsion from the school. The faculty, carefully affirmed the report and the next train took the offender from our midst. We are but human, but honor more than mother, school, home, country and everything else—as far as any upon earth. [illegible]

Asheville Daily Citizen February 5, 1892

TO LEAVE THE WINYAH.

Dr. von Ruck Will Take Charge of the Sulphur Springs Hotel.

Dr. Karl von Ruck, of the Winyah Sanitarium, will on next week give up the sanitarium and take charge of the Sulphur Springs hotel, succeeding Dr. J. S. Marshall in the management of that hotel.

The Doctor's new charge will not be run as a sanitarium, but as a hotel purely, on the first-class style that has characterized Dr. von Ruck's management of the Winyah.

Dr. von Ruck has had charge of the Winyah Sanitarium for several years. The resort has been admirably conducted, and the genial proprietor has made friends innumerable, both among his guests and the people of Asheville. The people of this city will regret that Dr. von Ruck is to leave, but will be gratified to know that he will not be far away in his new home, the electric cars placing his hotel within easy reach.

Dr. von Ruck, in the Sulphur Springs hotel, will no doubt command a splendid patronage. He will certainly deserve it.

Dr. von Ruck will have offices in Asheville, where he will treat any persons who may wish to have the advantage of his well known skill and experience.

Asheville Daily Citizen February 6, 1892

THE HOTEL BELMONT.

A Brief Mention of Some of the Improvements Made by Dr. Von Ruck at This Charming Resort.

Our reporter called there yesterday to get an idea of the effects of the recent change of management, and to give a description of this home to our readers. Since the advent of Dr. Von Ruck a few weeks ago 50 new rooms have been elegantly furnished, new kitchen and cooking apparatus has been put in, a steam dry room is being put in the laundry, the grounds are being laid out and improved. The electric elevator is in successful operation. New billiard rooms and wine rooms are being, furnished and equipped, and there is a general hustle everywhere tending to improvement and increased comforts and pleasures of the guests.

The greater part of the house was newly furnished last summer, and the elegance and taste displayed in the whole house is creditable to the proprietor as well as to the firm of John Wanmaker & Co., of Philadelphia, who had the contract for the entire furnishing and equipment. Only the external appearance of the Hotel reminds one of the Sulphur Springs Building put up three years ago by Mr. Carrier, and even it has changed its appearance by the newly erected wing which is scarcely less in size than the original building. The improvements upon the grounds add largely to the external appearance.

The interior of the house, as stated before, is second to no hotel in the South in its furnishings and equipments. The beautiful dining room, with its rich table ware and silver, 42x100 feet, without a post in it, must be seen to be appreciated. There are a number of parlors, reception and card rooms which vie with one another in the beautiful furniture, elegant pictures, mirrors and hangings.

Most attractive, however, are the 1800 feet of richly carpeted halls, which are so light, wide and furnished with sofas, chairs, and tables of elegant patterns and designs that they represent a continuous parlor into which the great rooms open. A restaurant building will be speedily erected upon the grounds near the Sulphur and Iron Springs, and the visitors to the springs will then be able to obtain the best and choicest refreshments from the hotel.

New guests are arriving now daily, and the sixty guests now in the house would be trebled in a single day, if the visitors to Asheville and the vicinity knew what a beautiful place has been created within 20 minutes ride of the city. As it is many engagements for March and April are now booked, the house will no doubt have its full share of the spring patronage, the more so as the rates have been made very reasonable.

Dr. Von Ruck tells us that he proposes to do his advertising largely by the perfect and unexceptional accommodations and services the house furnishes, rather than by having to make extra profits wherewith to pay advertising bills all over the country.

The electric railway brings the Belmont practically within easy reach as are the other hotels of Asheville, and the visitor has the advantage of pure unobstructed country air, the best water and good drives, hundreds of acres of ground and parks, and of the mineral springs, which have been famous for half a century.

A dozen or more of the Miller Chemical Fire Engines, recently exhibited at the public square, we find have been purchased for the hotel, and it would seem that the proprietor looks not only to the comforts, but also to the safety of his guests.

Altogether Asheville has now another acquisition in its inducements for visitors in another hotel of a really first class character, and from an acquaintance with its proprietor, we have no hesitation to say that it will be a lasting success, if in so well appointed a house untiring energy and strict business integrity, backed by good judgment and ample capital can assure it.

Asheville Democrat March 10, 1892

HOTEL BELMONT, SULPHUR SPRINGS, N. C.

Asheville Democrat March 10, 1892

Bingham School German.

One of the most enjoyable germans of the season was that given at the Battery Park on Saturday morning last, by the Bingham School German Club. Through the kindness and courtesy of Mr. McKissick, the universally popular manager of the hotel, everything was arranged in the most satisfactory manner, and nothing seemed to detract from the success of the german, or lessen the pleasure of the participants. A little preliminary dancing was engaged in while the party assembled, and at eleven o'clock, when the signal was given for the commencement of the german, eighteen couples "lined up" to wind its mazy figures. Quite a unique feature was introduced for the marching figures, and peculiarly appropriate to a military german—in the person of a drummer—and when the soldierly looking cadets in their full dress uniforms marched around with their lovely partners to the inspiring note of the kettle drum, it was truly a beautiful sight. The chaperones were Mrs. Col. J. G. Martin and Lieut. and Mrs. John Little. The german was led by Mr. Robert W. Bingham with Mrs. Martin. Among the dancers were Lieut. and Mrs. Little, Mr. Short and Mrs. Holcombe, Mr. Brady and Mrs. Hilliard, Mr. Rumbough and Miss Cartmell, Mr. Bettell and Miss Westfeldt, Capt. Parker and Miss Penniman, Mr. Bissell and Miss Williams, Mr. Jarratt and Miss Waddell, Mr. G. McAlister and Miss Kate Waddell, Mr. W. McAlister and Miss Polly, Mr. Graham and Miss Bessie Polly, Mr. Wynn and Miss Erskine, Mr. Collier and Miss Vaughn, Mr. Block and Miss Goodloe, Mr. Downes and Miss Page. As the last strains of "Home Sweet Home" died away, not one left the ball room without regret that the german was over, and the whisper that when the rivers of Lent have passed, the cadets will celebrate the Easter Tide with another german, will doubtless be heard with pleasure by all who participated last Saturday.

Asheville Democrat March 10, 1892

THE : HOTEL : BELMONT.

(ASHEVILLE SULPHUR SPRINGS.)

TWENTY MINUTES FROM CITY BY SULPHUR SPRINGS ELECTRIC CAR LINE, CONNECTING AT PASSENGER DEPOT WITH CITY LINES.

A TRULY FIRST CLASS HOUSE IN ALL ITS APPOINTMENTS.

NEW BRICK BUILDING OF TWO HUNDRED ROOMS, NEW ELEGANT FURNISHINGS.

Perfect plumbing and sewerage, steam heat, open fires, Otis electric elevator, pure air, large grounds and park, sulphur and iron springs, public and private baths, Jersey dairy, well equipped livery.

Rates Especially Low for This Season.

KARL VON RUCK, Proprietor.

Asheville Daily Citizen March 17, 1892

RAILROADING AT NIGHT.

WORK ON THE W. A. AND S. S. ROAD BEGUN.

President Carrier Puts a Force of Hands to Work at Midnight and Crosses the Asheville Company's Track.

Several months ago the West Asheville and Sulphur Springs railway company procured a privilege from the board of aldermen to extend its line from the passenger depot into the city, coming over Depot and Bartlett streets, French Broad and Patton avenues to Penniman's store on West College street.

Up to last night nothing had been done towards the extension of the road. Preparations had been going on for several days, however, and last night at 12 o'clock, President B. G. Carrier, and secretary J. D. Carrier, put a force of thirty or forty men to work.

To get into Bartlett street the company's line has to cross the track of the Asheville street railway company twice, once at the passenger depot and again at the intersection of Depot and Bartlett streets, about 200 yards from Glen Rock hotel.

It was expected that everything in the way of material had been prepared beforehand, but after the crossing at the depot had been put in it was found that some of the material ordered would not answer the purpose. This delayed the work, and when morning came there was only one crossing and about half of the track between the crossings completed.

The authorities of the Asheville railway company knew nothing of the important turn of affairs until this morning when they were informed by the men on the first car that went down.

At 9 o'clock a special car was run out on which were B. M. Jones, secretary and treasurer, and W. T. Gray, superintendent of motor power. When these officials arrived at the Glen Rock they saw a new railway, with one of the W. A. & S. S. company's handsome cars standing in front of the Glen Rock, and a force of hands, under Ed. Sudderth working merrily along as though building competing lines was our every night business.

The Asheville company's special car was run up to Bartlett street and stopped on the crossing just where Mr. Carrier expects to cross. It is the intention of the company to keep the car standing there, hoping to balk Mr. Carrier in his attempt.

Mr. Carrier told THE CITIZEN that if all the material had been properly made he would have had both crossings in before daylight this morning.

The new line is expected to come over Bartlett street to French Broad avenue, then up that avenue to Patton avenue, from there running parallel the wires of the Asheville company to the street which runs in rear of the government building, with that street to West College, and then with West College to North Main street.

The "blockade car" was taken off the Bartlett street crossing at noon today and the track is now clear.

Col. J. G. Martin, president of the Asheville street railway company, was asked this afternoon if his company would enjoin Mr. Carrier's company. He replied that he did not think it would, saying that Mr. Carrier would cross if he so desired.

Mr. Carrier's hands are now at work surfacing the track between the crossings. He says the Bartlett street crossing will be put in in a week, and the road will be pushed as soon as the necessary material is received.

Asheville Daily Citizen March 22, 1892

The West Asheville and Sulphur Springs Electric Street Railway are extending their track to North Main street. On Monday night President Carrier succeeded in crossing the tracks of the Asheville Street Railway at the depot. Another crossing has yet to be made. The route will be along Depot and Bartlett streets, French Broad and Patton avenues, and down West College street to North Main.

Asheville Democrat March 24, 1892

West Asheville Newspaper Articles

Articles from 1892 to 1893

Now for Another One.

The West Asheville Street Railway Company has begun the work of extending its line from the passenger depot to Court Square via Bartlett street, French Broad and Patton avenues, and West College street, and they say it will be prosecuted with all dispatch. The line, when completed, will run every fifteen minutes from the public square to Hotel Belmont, five miles distant, where Dr. Von Ruck is conducting one of the very best and most popular hostelry's in the country. The managers of the line, however, set up unnecessarily with their enterprise the other night, in order to begin at midnight, and thus "head off" somebody. Under their charter, and in the absence of any grant to another line to occupy the streets mentioned, we think they could "cross tracks" any where, so they did not disturb the right of way of the company or companies occupying said tracks. However, they have begun work, and now let it be finished to completion. Asheville will be ahead, anyway. Now if some wiseacre, or public philanthropist don't get up and demand that the company be required to carry passengers from one end of its line to the other for five cents, whether it pays or not, it may have smooth sailing.

Asheville Democrat March 31, 1892

AT THE BELMONT.

A Freak Show.

Thursday evening The Belmont was the scene of one of the most original and novel entertainments ever given in Asheville.

The entertainment was participated in by a number of the ladies and gentlemen of the house, and proved a decided success.

At 8 o'clock the "Freaks" took their places in one of the elegant parlors, and soon the doors were thrown open to the large audience which had assembled.

"The Chinese Giants," Mr. Wun Lung, twelve and one-half feet in height, and his cousins, Mrs. Ah Sin and Miss Whang Ho, eight and one-half and nine feet respectively, from the North of China, together with "The Ohio Fat Woman," weight six hundred and fifty pounds, were among the great features of the exhibition.

"The Double Headed Negro Girl from Borneo," before whom the tri-formed Hecate might hang her three heads in shame, amused the spectators with a double jointed backaction clog dance.

"The Ten Thousand Dollar Beauty," richly attired in a decolletee yellow plush, and sparkling with diamonds, her golden hair surrounded by a Gainsborough, was the cynosure of all eyes. Her triumphs would have been even more complete if he had been willing to sacrifice the down of his upper lip, which after several years of assiduous cultivation, had become apparent to the naked eye.

"Buffalo Bill In Ambush," a rifle in one hand, a drawn revolver in the other, and a bowie knife in his belt was a sight to make the stoutest heart quail. From the ferocity of his expression one would never have believed that she had been heard to laughlike a tremolting tunes, if that gun was loaded.

"The India Rubber Man," who delighted the assembly by the supernatural looseness of his hide, was not once seen to leave the side of the "Big-Footed Girl" of Chicago, who, shod in number thirteens was justly described as "The pride of the North West."

The diminutive "Mrs. Sampson," whose raven locks reached her knees, paralyzed the audience by lifting, with apparent ease, three two thousand pound weights in her left hand.

"The Zulu Girl" in the picturesque costume of her native land, was justly conceded to be one of the greatest attractions of the evening. In spite of the ring in her nose and the barbaric array of feathers, she was evidently a New Yorker, as he was seen to drink a glass of beer with evident relish.

"Gambler Joe of Dismal Gulch," whose snow-white trousers were decorated with poker chips, playing cards and similar devices, quietly "roped in" several unsuspecting innocents in the audience.

Of the remaining characters, "The Albino Girl," with her pink eyes and her white hair, five and one half feet in length when out of kink, together with "Marcus Brutus," and "Mrs. Tom Thumb," deserve special mention.

After flash light photographs of the different groups had been taken, the remainder of the evening was pleasantly spent in dancing.

Asheville Democrat April 24, 1892

Asheville, N. C.

The Sulphur Springs.

A trip over the electric road to the Hotel Belmont is so pleasant and picturesque that one could wish to repeat it every day, and indeed there is little doubt that many of our people will do so as soon as the opening of the summer season at the hotel will be commenced. It certainly will be the chief pleasure resort for Asheville this coming summer, for the promises made by Dr. Von Ruck heretofore are taking substantial form. The large concert and dance pavilion is nearly completed, so is the restaurant building adjoining, and work is progressing rapidly on the bowling alleys. The grounds of the hotel and about the Springs have never looked so pretty, clean and inviting as they do now, and scores of men are still at work putting them in still better order.

A very fine orchestra and brass band will soon be at hand and afternoon and evening concerts will be given alternating from day to day.

What better can visitors or the people of Asheville do, if they wish an afternoon or evening's enjoyment, than to take a ten miles ride on the electric cars in a round trip up the French Broad and Hominy, have a ramble about the grounds and park of the hotel, drink of the mineral springs, hear some good music, have some choice refreshments served in the beautifully shaded grove, from the excellent hotel kitchen, which can all be had for less than 50 cents? The dance pavilion will be at the disposal of our young people one or two evenings in the week for private dancing parties, and we believe Asheville is much in want of just such a place which is now being created by the indominable energy of Dr. Von Ruck. The guests of the Hotel Belmont will enjoy these facilities as much as the daily crowds from the city will appreciate them, and Dr. Von Ruck's management will be a sufficient guarantee that every thing will be conducted in the very best and most satisfactory manner.

The Belmont is going to be the place of interest and enjoyment to Ashevillians as well as to the summer visitors in its location and surroundings.

Dr. Von Ruck informs us that he will make special board rates for Asheville people and also a special rate for dinners, and we take pleasure in publishing the menu for last Sunday's dinner, which certainly leaves nothing to be desired.

Asheville Democrat May 12, 1892

Hotel Belmont.

The following dinner was served at the Belmont, Sulphur Springs, yesterday:

THE MENU:

Consomme Royal.
Cream de Vallaille a la Reine.

Baked Salmon Trout, Cream Sauce.
Souffle Potatoes.
Boiled Ham, Champagne Sauce.
Lettuce, Sliced Tomatoes,

Young Chicken Fried a la Vienne.
Small Entrecot of Beef with Asparagus Tips.
Cream Fritters, Vanilla Flavor.

Prime Ribs of Beef,
Stuffed Duck—Apple Sauce.
Spring Lamb—Mint Sauce.

Mashed Browned Potatoes. Boiled Rice.
Mashed Turnips. New Wax Beans.
Summer Squash. Spinach.

Chicken Mayonnaise.
Cold Roast Beef. Cold Mutton.
Cold Ham. Cold Tongue.
Holland Dill Pickles. Chow-Chow.

Lemon Custard Pie. Cocoanut Pudding.
Rhubarb Pie.
Frozen Strawberries in Cream.
Port Wine Jelly. Assorted Cake.

Nuts. Apples. Raisins.
American Cheese. Rocquefort Cheese.
Bent's Water Crackers.

Milk. Coffee. Tea. Buttermilk.

The dinners on week days are just as good as those served on Sundays, and the other meals are also first-class in every respect. Take your best girl out to the Springs and treat her to one of these dinners.

Asheville Democrat May 26, 1892

The Belmont Band has Arrived.

Mr. Louis J. Livingston, the leader and manager arrived with his orchestra and brass band on Friday afternoon.

Owing to the non arrival of one of the members the regular opening concert will be postponed for some days.

In the meanwhile there will be a free musical recital at 11:30 o'clock every forenoon, and a sacred concert will be given in the pavilion to-day at 3:30 p. m. Admission to the latter will be 10 cents only. Those who intend to take in the Belmont dinner can have the advantage of hearing the musical recital at 11:30. The restaurants at the springs and on the pavilion will also be open this afternoon.

Asheville Democrat June 16, 1892

THE HOTEL BELMONT.

Col. John B. Steele Appointed Manager. Dr. Von Ruck Retires From Its Cares.

The day following his resignation from the management of Battery Park Hotel, Col. John B. Steele was already engaged as manager of the Hotel Belmont, and this was no surprise to us, for men of Mr. Steele's ability are, as a rule, in quick demand.

The success of Battery Park Hotel is largely owing to the efforts of Col. Steele, and for his future labors in the hotel business he could not have found a better house, and one with so many natural advantages in the whole South.

The great improvements of the interior of the hotel, the exquisitely tasteful furnishings, the perfect equipment, as well as the attractiveness of the hotel grounds and parks with its pavilions, fine shade trees and famous Sulphur and Iron Springs upon which a large sum of money has been expended this spring, place the Hotel Belmont in the front line of hotels in this country.

Dr. Von Ruck, the proprietor now retires from the care of the Hotel in order to devote himself entirely to his professional labors. To this end, the rooms on the ground floor in the First National Bank building have been leased and a partnership has been formed with Dr. C. V. Ambler, who will hereafter live in the city.

The office will be opened about July 1st, or as quickly as the interior finish will be completed.

Dr. von Ruck has done much since his residence in Asheville toward a more general appreciation of Asheville's climate by the medical professional.

His original investigations in his special fields of labor pertaining to disease of the lungs, his large experience in the treatment of such cases, and his published writings on these subjects have made him a national reputation and an authority on all that pertains to climatic and other methods of treatment of chronic lung diseases. His continuance in his special work in our city where he can be readily consulted by the patients sent to him by the profession from every part of the country, and the continuance of his meteorological and climatic investigations of the Asheville plateau are of the greatest importance to the future welfare of Asheville as a health resort.

Dr. Ambler, who has been associated with Dr. von Ruck for nearly four years in the Winyah Sanitarium for the Diseases of the Lungs and throat, is also well and favorably known here and abroad for his experience and success as a throat specialist, and the writer has had personal experience of his skill in the treatment of such affections, and can heartily and honestly recommend him to all.

Asheville Democrat June 16, 1892

MONDAY EVENING, JUNE 20, 1892.

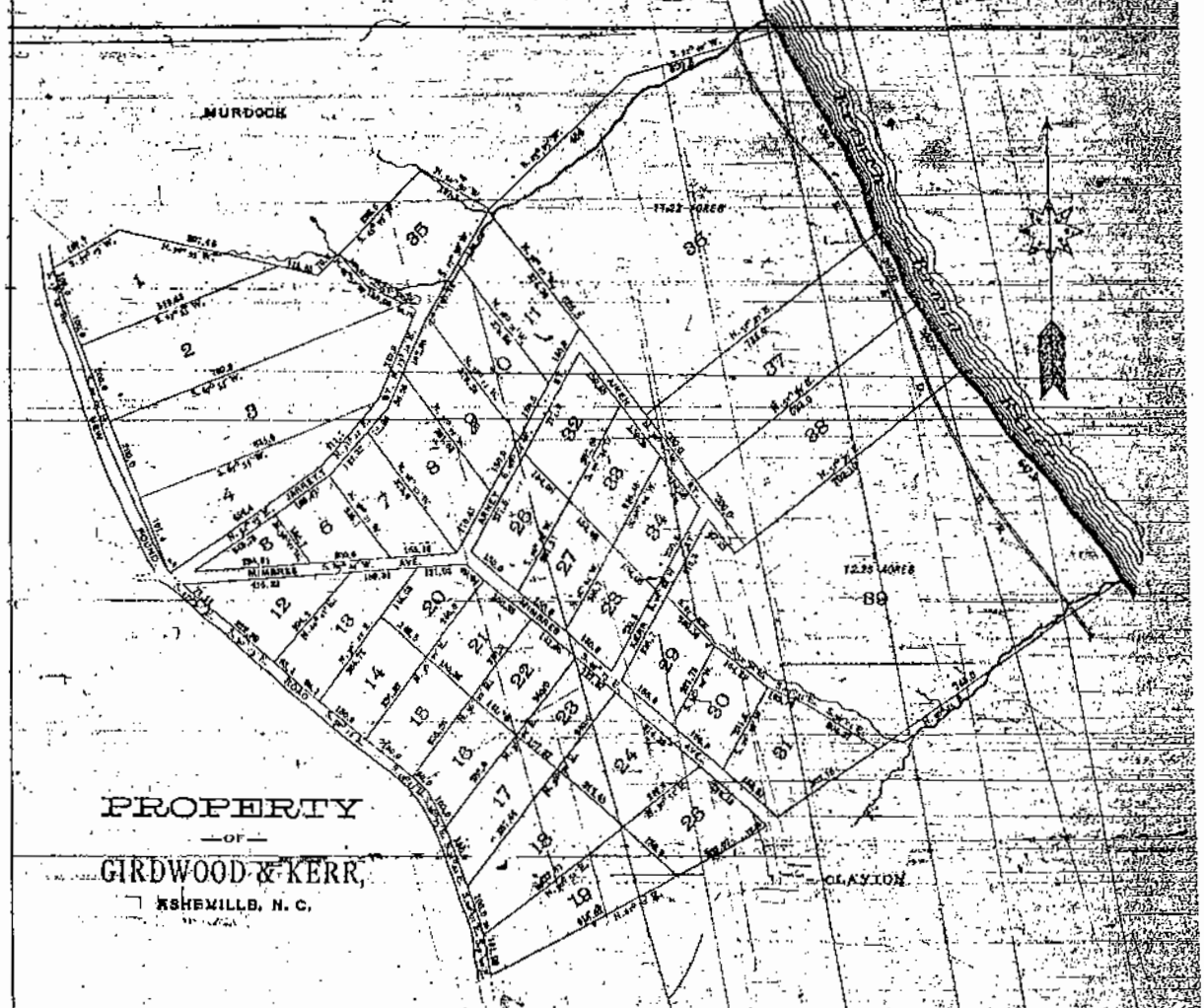
THE TIME TO BUY

IS THE TIME TO MAKE MONEY

NOW IS THE TIME.

FRIDAY, JUNE 24, 1892

On the above date at 11 o'clock a. m., the land in lots as shown in the plat below, will be sold at public auction, on the premises, on the Richmond Hill road, on the west side of the French Broad river, just above Pearson's bridge.



This property comprises some of the most beautiful building sites within five miles of the city.

It commands an unsurpassed view of river, mountains and city, from Gooch's peak to the Vanderbilt palace.

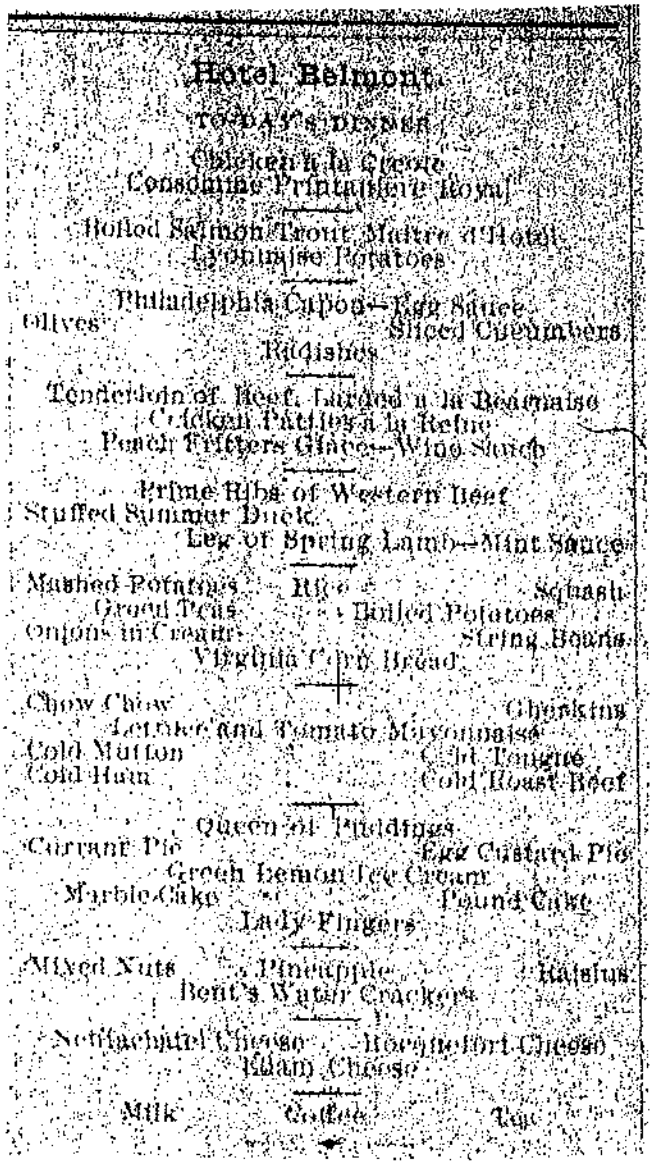
The Montford avenue street car line will be running to Pearson's bridge in a few weeks, the contract for its extension to that point having already been let. This will place every foot of this land within ten minutes walk of the street car. It lies within 20 minutes drive of the court house, either by way of Pearson's bridge or by the county bridge.

The lots are all large, small farms compared with the average Asheville lot, and the terms within the reach of all having an ambition or desire for a beautiful home. It is good enough for the home of a prince; it is none too good for the home of Asheville's industrious young men. No property in or out of the city is more sure to enhance in value and that rapidly, than this. Terms—one fourth cash, balance in one, two and three years. Sale to begin at 11 o'clock, Friday morning, June 24th.

E. B. DAVIS & SON, Auctioneers.

☞ Apply at Daily Citizen office for plat of lots and any other information.

Asheville Daily Citizen June 20, 1892



Hotel Belmont.

TO-DAY'S DINNER.

Chicken à la Creole
Consommé Printanier Royal

Boiled Salmon Trout Maitre d'Hotel
Lyonnaise Potatoes

Philadelphia Capon—Egg Sauce
Olives Sliced Cucumbers
Radishes

Tenderloin of Beef, Larded à la Bearnaise
Celeri Patties à la Reine
Potato Fritters Glace—Wine Sauce

Prime Ribs of Western Beef
Stuffed Summer Duck
Leg of Spring Lamb—Mint Sauce

Mashed Potatoes Rice Squash
Green Peas Boiled Potatoes
Onions in Cream String Beans
Virginia Corn Bread

Chow Chow Chow Chow
Lettuce and Tomato Mayonnaise
Cold Mutton Cold Tongue
Cold Ham Cold Roast Beef

Queen of Puddings
Currant Pie Egg Custard Pie
Creole Lemon Ice Cream
Marble Cake Pound Cake
Lady Fingers

Mixed Nuts Pineapple Raisins
Bent's Water Crackers

Neufchatel Cheese Roquefort Cheese
Edam Cheese

Milk Coffee Tea

Asheville Democrat July 7, 1892

THE BELMONT CONCERT AND DANCE PAVILION.

SEASON ARRANGEMENT.

Sacred concerts every Sunday from 4:30 to 6:30, and from 8:30 to 10:30 p. m.

Dancing Tuesdays and Fridays 8:30 to 11 p. m., open to the public. Tickets of admission to the dance floor must be obtained at the hotel office.

Electric cars leave the hotel grounds at the close of these entertainments.

Concert at 12 o'clock every day, and on week days from 4:30 to 6:30 p. m., free to ladies and gentlemen from the city and to visitors.

Refering to the above season arrangement of musical entertainments at the Hotel Belmont Pavilion, it will be seen that the week day concerts have been made free to Ashevillians as well as to visitors from abroad.

This is certainly most liberal on the part of the hotel management, especially so, inasmuch as the large and excellent orchestra and band is by far the best that ever played in Asheville. Every one of these musicians play both in string and brass, and each is a competent solo performer on his respective instrument.

Mr. Bartley, the director of the orchestra, is a man of unusual attainments in his profession, and has no superior as a performer on the violin, and perhaps but few, if any, equals in this part of the country.

Our young, dance-loving people can now enjoy themselves twice a week by a delightful ride to the hotel grounds, and to dancing in the open pavilion, and the management will see to it that no undesirable persons will be permitted on the dance floor.

Asheville Democrat July 17, 1892

THE HOTEL BELMONT

(Asheville Sulphur Springs)

TWENTY MINUTES FROM CITY BY SULPHUR SPRINGS ELECTRIC CAR LINE, CONNECTING AT PASSENGER DEPOT WITH CITY LINES.

A Truly First-class House in all its Appointments.

NEW BRICK BUILDING OF TWO HUNDRED ROOMS, NEW ELEGANT FURNISHINGS.

Perfect plumbing and sewerage, steam heat, open fires, Otis electric elevator, pure air, large grounds and park, sulphur and iron springs, public and private baths, Jersey dairy, well equipped livery.

Rates Especially Low for this Season.

KARL VON RUCK, Proprietor.

Asheville Democrat July 24, 1892

Belmont Ball.

The opening ball of the summer season at Hotel Belmont, Thursday evening, was largely attended and a complete success. The grounds and hotel were brilliantly illuminated, and everything possible was done to make the occasion a pleasant one. The dancing took place in the pavilion, and many merry maids and gentlemen tripped the light fantastic toe until the wee sma hours, to the sweet and entrancing music of the Belmont orchestra. Choice refreshments were served during the evening. The night was a perfect one and everyone seemed to be in harmony with the occasion. The only regrets expressed were that the hours flew by too quickly. Everyone present lavished praises upon Manager Steele and Proprietor Von Ruck and family for the evening's pleasure.

Asheville Democrat July 24, 1892

THE BELMONT BURNED

TOTAL DESTRUCTION OF THE BIG HOTEL LAST NIGHT.

138 GUESTS IN THE BUILDING AT THE TIME.

EVERY ONE BELIEVED TO HAVE BEEN RESCUED.

The Hotel Belmont, the fine three-story brick hotel building at Sulphur Springs, five miles west of Asheville, caught fire about 11:30 o'clock last night and was totally destroyed.

At the time of the conflagration there were 138 guests in the building. It is believed that all of these escaped with their lives. A number were more or less injured.

The Injured.

The following is a list of those who were hurt during the fire:

N. P. STRAUSS, Henderson, N. C., both ankles sprained.

MISS AGNES MONTGOMERY, New York, suffering severely from shock.

MISS ABBIE MOORE, Asheville, concussion of spine and contusions about eyes.

MRS. J. W. ROSS, Pensacola, Fla., ankle sprained.

EMMA RUFFIN, colored nurse, Asheville, ankle sprained.

From the stories of the survivors it would seem that not many of them "lost their heads," and to this fact and the arrangement of the halls and porches is probably due the fact that there was not, so far as is yet known, any loss of life.

The flames made phenomenal progress and within half an hour after the alarm was given the whole building was gutted.

The north wall of the east wing fell with a tremendous crash before the floors were burned out in that portion of the building.

As soon as Dr. von Ruck, whose experience is given in full elsewhere, got down stairs he cut the gas off of the building from the tank in the yard.

The general impression seems to be that the fire originated in the engine room. There had been no fresh fire in the laundry during the day, and the elevator, which is run by electricity, had not been moved for two days.

DR. VON RUCK ROOMED

[illegible] Courted Mrs. von Ruck Out of This Arena.

[illegible] Dr. von Ruck the man [illegible]

immediately over the spot where the fire originated.

Dr. von Ruck had been in bed some time and says he was roused by shouts in the building. He hastily arose and dressed, and when he stepped into the hallway he found it full of smoke, and his exit by the main stairway cut off.

Dr. von Ruck grabbed one of the fire extinguishers and ran to the elevator and undertook to subdue the flames, but finding this impossible he returned to rescue his wife.

Mrs. von Ruck, who was very ill, was sleeping in an adjoining room with her nurse. Dr. von Ruck rushed into their room and took his wife in his arms and started down a back stairway on fire escape. When he neared the bottom he

A Pair of Sprained Ankles.

N. P. Strauss, a Henderson tobacco buyer, came out with two sprained ankles and with very little of his worldly possessions. He is in bed at the Battery Park hotel, and the physicians promise him several days of confinement. Mr. Strauss was fast asleep when the fire broke out. His room was at the end of the hall on the third floor of the east wing and he was aroused by the smoke.

"I didn't have time to think about saving anything," said Mr. Strauss this morning to THE CITIZEN. "As soon as I woke I jumped out of bed and snatched a pair of trousers, an old coat and a shirt, and began looking around for some way to get out of the building. The smoke and flames cut off all approach to the stairway and I had to try the window. The porch at the second floor was away down below me and the fire wasn't far enough advanced to throw any light in that direction, so I had to go by guess work. I knew, though, that it was a case of life or death, and so I jumped. I remember landing on the porch and feeling a sharp pain in my ankles and then my senses must have left me for a few moments. As soon as I recovered I clambered over the railing and slid down one of the piazza posts to the ground."

Mr. Strauss speaks in the highest terms of the bravery and pluck shown by the women, even in the midst of the confusion and excitement. He gives especial praise to Mrs. Weil of Montgomery, and Mrs. Jones of Mobile, who took charge of him in his almost helpless condition and assisted him to a comfortable place after he reached the ground. Everything Mr. Strauss had was lost, including his wardrobe, his jewelry and a valuable gold watch that had belonged to his mother. He places his loss at $700 or $800.

Pitched Her Child to the Ground.

Mrs. N. B. Coben of Charleston, awoke to find herself in a most perilous position in her room on the second floor. Imprisoned by the flames with her nurse and thirteen months old child there was nothing for her to do but to make out of the window. She stood by the opening for a moment with her child in her arms and her frantic cries attracted the atten-

ville, ankle sprained.

R. G. HENDERSON, assistant room-clerk, cut on lip.

STORY OF THE FIRE.

Where It Started—Alarm Given by a Pistol.

The fire was discovered about 11:30 o'clock by a number of male servants, who were in their quarters in a building about fifty yards from the hotel. There seems to be have been no night watchman.

Ed. Green, colored, head waiter in the ordinary, was the first to give the alarm. He states that the fire appeared to be in the engine room or laundry, which joined each other in the basement in the northwest corner of the hotel. From there the fire quickly communicated with the elevator shaft to the upper stories. Smoke and flames were pouring out of the windows. One of the servants had a pistol which he fired several times to arouse the guests.

Almost at once they were all awake, and amid the shrieks of the women and the shouts of the men, were hurrying with a terrible fear to urge them on, through the smoke towards the various exits.

These were the stairways and the wide verandas. Of the latter, there was one at the ground floor and one, on two sides of the L shaped building—the north and the west—at the second floor. There was none under the third story windows, but several guests who were in the top floor, both men and women, jumped on to the second story veranda, and from there made their way to the ground by way of the veranda supports. There were no fire escapes proper on the building, but the halls were wide and the verandas easy of access to perhaps half the sleeping rooms.

started down a back stairway on fire escape. When he neared the bottom he found that the flames had cut him off, and he was forced to carry his wife back up the stairs. On reaching the main hallway the smoke had become so dense as to be stifling. He rushed through with Mrs. von Ruck still in his arms, but when he reached the head of the stairway fell exhausted. Two servants were on the stairway, and they carried Mrs. von Ruck to a place of safety.

Maj McCreery's Story.

Wearing two cutaway coats of assorted sizes, buttoned closely up to the chin to hide the absence of a shirt and with the appearance of a man who had been through a trying ordeal, Maj. B. B. McCreery of Columbia, S. C., came in town early this morning to see what he could get for himself and wife to wear. Maj. McCreery and his wife had rooms on the second floor and had a hard time in making their escape.

"I tell you, boys, it was awful," declared the Major this morning to a group of acquaintances at the Battery Park bank, where he had gone to have a check cashed. "I wouldn't take $1,500 for the property I lost, to say nothing of the narrow escape my wife and myself had from death. We were asleep but our rooms were only two doors from the elevator shaft and the crackling of the flames was what waked us. The elevator shaft was all in a blaze then and when we started to the stairway we found that our chance for getting out in that direction was cut off. Just then it occurred to me that there was another stairway at the other end of the hall and we made for that. The door at the entrance was locked and I had to kick it down. After this we got to the porch below and from there to the ground without any trouble. We didn't carry a thing with us though, for we barely had time to make it with our lives. My wife lost all her dresses, her jewelry, and I lost my entire wardrobe, except what I have on and one shirt that I happened to have around here at the laundry. We lost four trunks."

Maj. McCreery had been at the Belmont for some time and had written for his brother to come and join him. The brother left Morehead City yesterday with his family and was expected here this afternoon.

for a moment with her child in her arms and her frantic cries attracted the attention of those below. The situation was taken in at a glance by them and several pairs of strong arms were stretched out.

"Drop the child!" came a hoarse shout. "It is the only chance."

Helpless as she was, Mrs. Colson could but obey, and with only momentary hesitation she dropped the precious burden into the improvised cradle of human arms where it landed safely. She and the nurse availed themselves of the ropes and climbed down to the ground unhurt.

A Colored Heroine Rescues a Woman.

[redacted]

tendant upon her removal from the burning building. Miss Montgomery is an invalid and the heroism of her colored nurse was all that saved her. Her room was on the third floor and the nurse, retaining her presence of mind, made her way to the stairway with her charge in her arms. From here she battled through the smoke to the ground where Miss Montgomery was taken care of. Later the patient was brought to the Battery Park hotel by Dr. Battle. She suffered intensely from the shock.

A Perilous Leap.

One of the most seriously injured was Miss Abbie Moore, a sister of Mrs. von Ruck. She was compelled to jump from the second story balcony to the ground, a distance of eighteen feet, suffering a sprain of the back and concussion of the spine, and receiving painful cuts about the eyes. She was taken to the house of Dr. C. P. Ambler, at No. 9 Hiwassee Place. Mrs. von Ruck herself was recovering from a serious attack of illness, and today is suffering from the excitement.

Fell From the Second Story.

Mrs. J. W. Ross, wife of Surgeon Ross of the United States Navy stationed at Pensacola, Fla., attempted to escape by means of the second story porch and is said to have fallen from there to the ground. Her

Asheville Daily Citizen August 25, 1892

BASE BALL.

A Great Game Played by Leading Citizens—The "You Uns" Beat the "We Uns"—Covered with Glory and Mud.

The much talked of game of baseball, for the purpose of raising funds to aid in the erection of a monument to the confederate dead, was played on Tuesday afternoon at the West Asheville race grounds, and drew together nearly a thousand people. Had the weather been fair the crowd would have been doubled. The sum of $150 was realized by the sale of tickets.

The game was full of excitement and fun for the spectators. The players fell around in the mud until they were hardly recognizable by their friends.

H. Renwood, once a player on the Baltimore team, acted as umpire.

Darkness fell before the ninth inning was finished, and the game was called back to the eighth inning, when the score stood 24 to 23 in favor of the "You Uns."

The following were the players and their positions:

"You Uns."

W. B. Williamson, captain.
C. B. Moore, catch.
N. A. Reynolds, pitch.
J. P. Kerr, first base.
W. W. West, second base.
W. R. Penniman, third base.
Dr. Browning, s. s. & pitch.
J. E. Hickerson, fielder.
Dr. Williams, "
A. M. Field, "
F. A. Hull, "
A. H. Baird, "
E. D. Carter, " and pitch.
C. D. Blanton, "
M. J. Fagg, "

"We Uns."

J. S. Grant, captain, catch.
W. D. Hilliard, pitch.
W. H. Penland, first base.
J. M. Westall, second base.
W. F. Randolph, third base.
G. S. Powell, short stop.
Jas. P. Sawyer, fielder.
H. A. Gudger, "
Dan Reynolds, " and pitch.
C. D. Blanton, "
F. Silkelcather, "
Dr. Weaver, "
J. C. Martin, "
W. A. Blair, "
E. P. McKissick, "

Another game will be played on Thursday of this week, weather permitting, and a large crowd is assured.

Asheville Democrat August 28, 1892

A BIG BLAZE!

HOTEL BELMONT BURNED

No Lives Lost but Many Narrow Escapes—Many of the Guests Lose Everything—Cause of the Fire Unknown.

About half-past eleven o'clock Wednesday night fire was discovered in the Hotel Belmont, Sulphur Springs, about five miles west of Asheville, and immediately that terrible cry of fire! fire! aroused the inmates, most of whom had retired for the night. Then ensued a scene of the wildest description in the efforts of men, women and children to escape.

The fire was first discovered shooting up the elevator, and it is supposed that it started in the basement, in the laundry or engine room, though no one knows. There had been no fire in the laundry that day and the elevator had not been moved in two days. The flames spread with great rapidity and the whole building was soon a mass of flames.

Those who occupied rooms near the elevator were cut off from escape by the stairways and had to crawl out of the windows upon the veranda, from whence they jumped to the ground or slid down the posts. Miss Abbie Moore, a sister of Mrs. Dr. Von Ruck, was one of these, and sustained a sprained back, concussion of the spine and severe bruises about the face. She dropped from the second story veranda. N. P. Strauss, of Henderson, N. C., jumped from the third floor to the second story veranda, spraining both ankles, and then slid down a pillar to the ground. Mrs. N. B. Cohen, of Charleston, dropped her 13 months-old baby safely from the second floor into outstretched arms, and she and her nurse then climbed down the posts. Miss Montgomery, of New York, was carried out in her nurse's arms from the third story. Mrs. J. W. Ross, an invalid, wife of Surgeon Ross, of the U. S. Navy stationed at Pensacola, Fla., sustained a sprained ankle, by falling off the porch. Dr. G. A. Mebane, the manager of the Graham Cotton Mills, made his escape with his wife and child, but their nurse sprained an ankle.

When Dr. Von Ruck, the proprietor of the hotel, heard the alarm, he hastily dressed, ran to the elevator, and endeavored to put out the fire by extinguishers. Finding this useless he returned to his wife's room, which was in the east wing, picked her up in his arms and started for the back stairway. When he got half-way down he found this to be on fire at the bottom, so he was obliged to carry her back. When he arrived in the hallway he found one of the guests and placing Mrs. Von Ruck in a chair, together they carried her past the burning elevator, through the thick, suffocating smoke, to the main stairway, where willing hands carried her to a place of safety. The Doctor says when he went through the hallway with his wife, the carpet and base boards were burning, and ten minutes after they got out the north wall of the east wing fell in. Mrs. Von Ruck is a large woman, and how the Doctor carried her all that distance is a mystery. He says he thought at one time they would not get out alive.

After rescuing Mrs. Von Ruck the Doctor again risked his life by going to the cellar and turning off the gas from the gasoline tank. The cellar was full of smoke, and he had to grope his way to the valve, being unable to see a thing.

Silvio Von Ruck, the Doctor's son, who was just recovering from an attack of pneumonia, heard the cries, and calmly dressed himself, putting in his pockets some birthday presents he had received that day. He then went to investigate the noise and found the fire. Returning to Miss Abbie Moore's room he got her and endeavored to pilot her out of the building, but could not get past the elevator to the stairway or down the back stairway, as that was in flames. They then climbed out on the veranda and Mr. Von Ruck showed his aunt how to climb down the post. She started but being weak from sickness, lost her hold and fell to the ground, striking Dr. Von Ruck on the head and receiving the injuries mentioned above. Silvio escaped unhurt.

Arthur Schaff, of Savannah, rendered valuable aid in rescuing people from the hotel, and helped carry Mrs. Von Ruck from the hotel.

John Mannie, one of the colored bell boys, did great service. He carried Col. C. M. Green, of New Orleans, who had a sprained ankle, down stairs, and then returned and secured the Colonel's gold watch and an armful of clothing. Col. Green will take John to New Orleans and give him a good position.

A number of the servants got hold of a barrel of whiskey and became intoxicated before morning.

The loss of Dr. Von Ruck and family amounts to about $60,000. They lost their clothing, jewelry, furniture, library, medical instruments, etc., only saving what they had on, and that was scant. Their loss cannot be repaired. The insurance on the furniture was only $25,000. The family were removed to Dr. C. P. Ambler's, on Hiawassee Place, where they will remain until they can make permanent arrangements. Mrs. Von Ruck and sister are getting along as well as could be expected under the circumstances.

The Doctor has not yet determined whether he will rebuild or not. At present he will continue his practice in his own office in the First National Bank Building.

The hotel was a three-story brick building and was owned by the West Asheville Improvement Co., in which E. G. and J. D. Carrier are the principal stockholders. The main building was erected in 1886 and the new wing in 1890. The total cost of the structure was $60,000, exclusive of the grounds. The insurance on it was only $25,000. It is expected that it will be rebuilt in time to open up next summer.

Many of the guests lost everything they had. Some few, farthest from where the fire started, got out nearly all their baggage.

Immediately upon the receipt of the news in town the fire alarm was sounded and the Hook & Ladder Co. started for the fire, but became mired before they got there. The members continued on foot, but were unable to render any assistance when they arrived.

Manager McKissick, of the Battery Park Hotel, immediately telephoned to all the livery stables to send carriages to bring in the people and went out himself to render any assistance he could. Dr. Browning, of Kenilworth Inn, also sent out the carriages from his livery and went out to render medical assistance. Drs. C. E. Hilliard, S. W. Battle, J. H. Williams, and J. L. Dawson did all that they could for the sufferers.

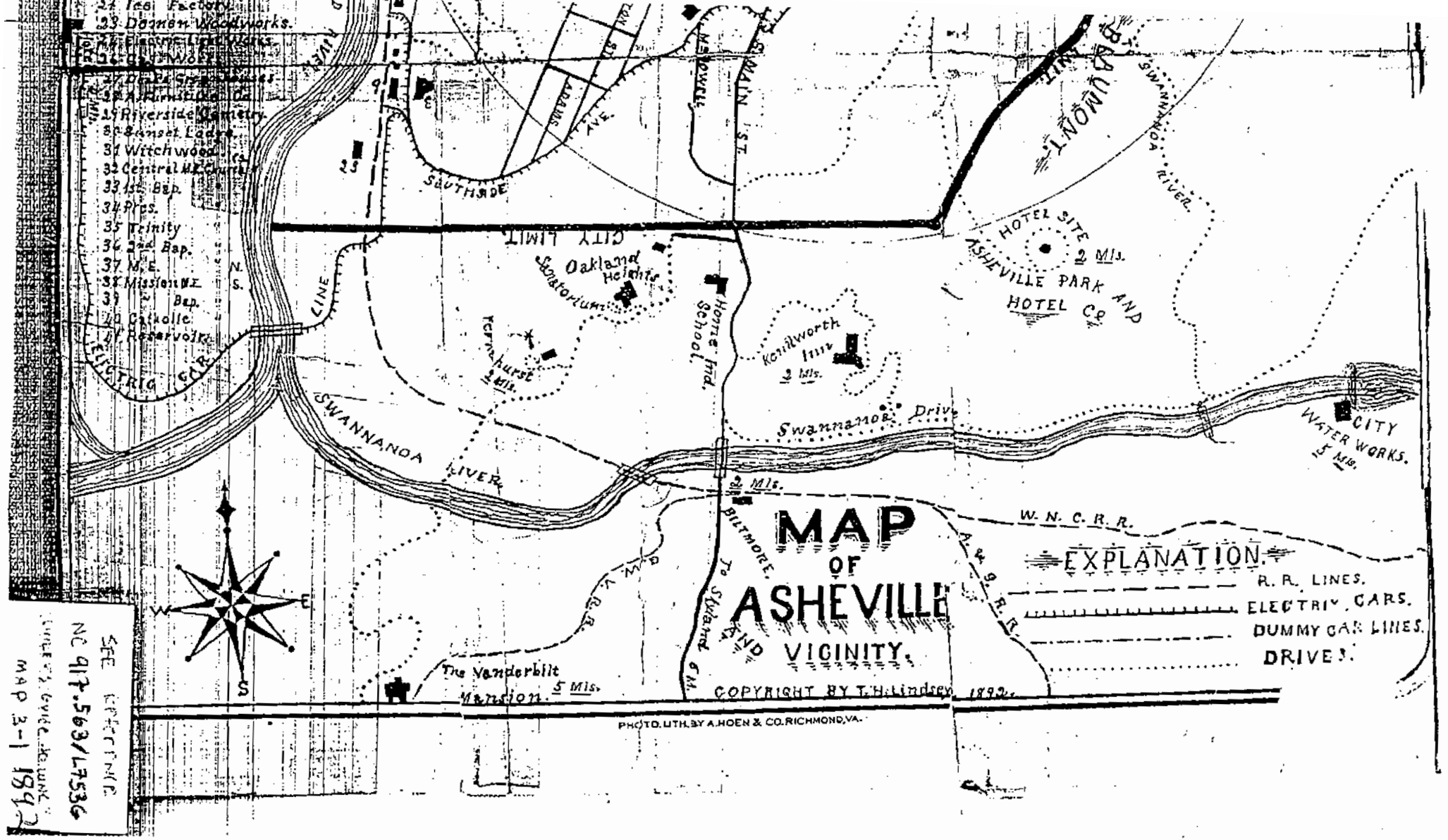
The guests of the hotel were brought to Asheville in carriages and the street cars and taken to the different hotels. Many of them had nothing on but their night clothes and had no clothes to put on.

The safes were opened Friday and the contents were found in good condition. The office safe was pretty badly damaged, but the Doctor's private safe was in pretty good condition. Fortunately the books and valuable papers had been placed in them before the fire and they are all preserved.

The burning of the Belmont is a public calamity and Dr. Von Ruck and family have the sympathy of the community in their loss. The Doctor has labored earnestly and hard to make the Belmont a success, and was beginning to see his hopes fulfilled. It was one of the most popular of our suburban resorts and had about 125 guests when burned.

The scene of the fire has been visited by scores of people the past few days, and what was once a beautiful spot is now only a heap of blackened ruins.

Asheville Democrat August 28, 1892



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LIBRARY OF CIVIC LEGACY
MAP 3-1 1892

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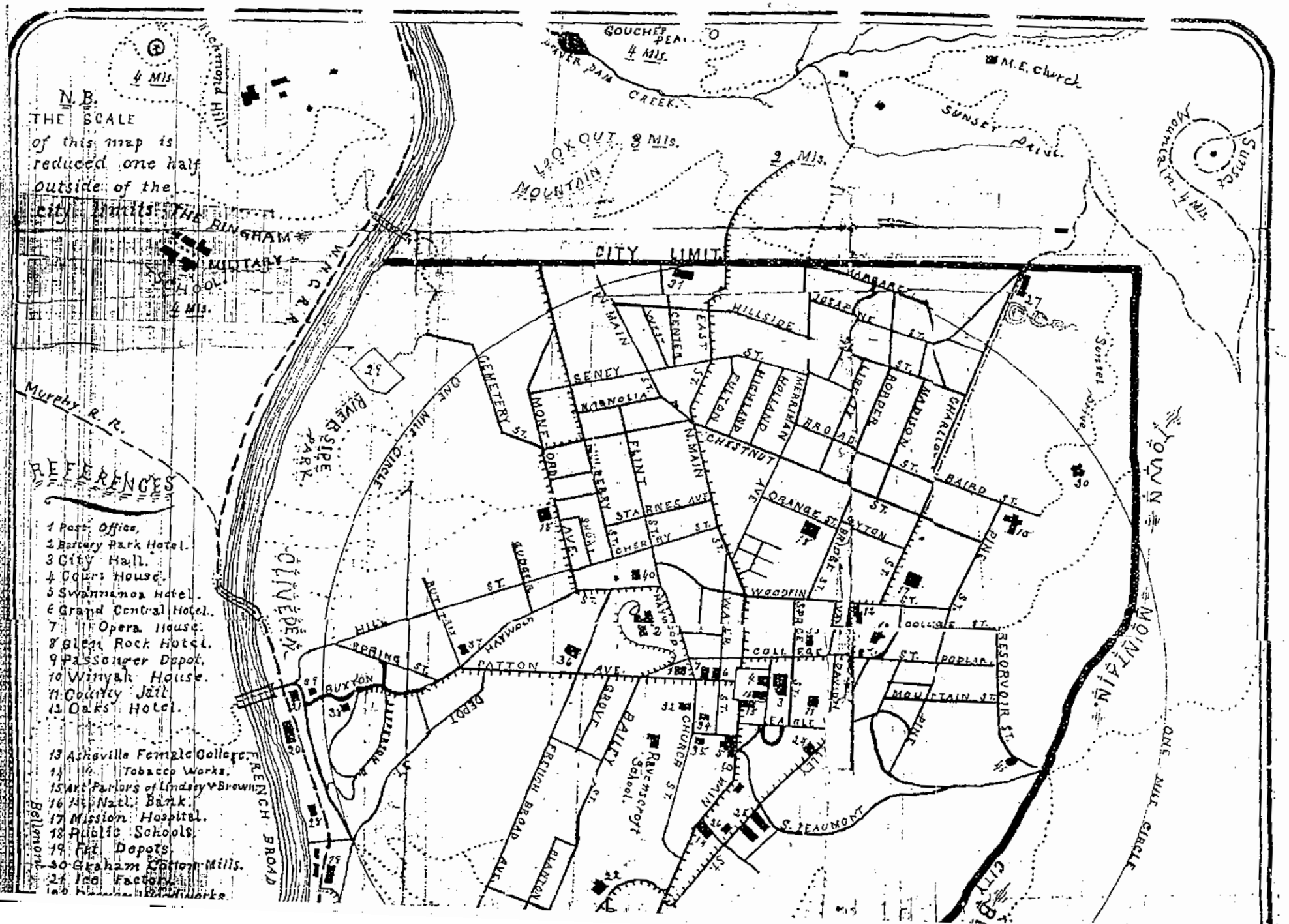
N. B.
THE SCALE
of this map is
reduced one half
outside of the
city limits.
REFERENCES
1 Post Office.
2 Battery Park Hotel.
3 City Hall.
4 Court House.
5 Swannanoa Hotel.
6 Grand Central Hotel.
7 Opera House.
8 Glen Rock Hotel.
9 Passenger Depot.
10 Winyah House.
11 County Jail.
12 Oaks Hotel.
13 Asheville Female College.
14 Tobacco Works.
15 Art Parlors of Lindsey & Brown.
16 1st Natl. Bank.
17 Mission Hospital.
18 Public Schools.
19 Ext. Depots.
20 Graham Cotton Mills.
21 Ice Factory.
CITY LIMIT
RIVER PARK
MILITARY SCHOOL
Richmond Hill
Murphy R. R.
Belmont
GOUCHER PEA
4 Mls.
BEAVER DAM CREEK
LOOKOUT MOUNTAIN
2 Mls.
M.E. church
SUNSET DRIVE
Sunset Mountain
1/4 Mls.
ONE MILE CIRCLE
CEMETERY ST.
RIVER SIDE PARK
FRENCH BROAD
MAIN
CENTER
EAST
HILLSIDE
SENEY
MAGNOLIA
MONTFORD
FLINT
BERRY
STARNES AVE
CHERRY
CHESTNUT
HIGHLAND
HOLLAND
HERRIMAN
CHARLTON
BORDER
MADISON
BAIRD
ORANGE
BROAD
WOODFIN
COLLEGE
POPLAR
MOUNTAIN
RESERVOIR
COLL
PATTON AVE.
HAYWOOD
BUTLER
SPRING
DEPOT
BUXTON
CHURCH
BATTERY
BROADWAY
PARK
S. BEAUMONT
PLANTON
Ravenscroft School

BASEBALL.

MADISON CO. VS. BUNCOMBE CO.

Probably the most closely contested and the most interesting game of the season will be played at the Carrier race track next Wednesday afternoon at 3 p. m. Mars Hill has challanged the entire state and the Buncombe boys will have a chance to show their superority over all. The successful club in the contest will challenge the famous club of Shelby, which game will probably close the baseball season in this state. The winning club in Wednesday's contest will receive fifty dollars of the gate receipts and the losing club will receive twenty-five dollars. The excellent reputation of the Mars Hill team and the known fact that Buncombe is hard to beat will no doubt make the contest a very exciting one and will draw a large crowd.

Asheville Daily Citizen September 27, 1892

NOVEMBER 4, 1892.

ASHEVILLE CLIMATE.

Papers to be Read Before Medical Societies North.

Dr. Karl von Ruck, who has recently spent some time in New York, Boston and Philadelphia on a business and advertising trip, is preparing to leave Asheville next week for another trip, embracing such cities as Cincinnati, Chicago, Columbus, Detroit, Toledo and St. Louis.

While in these Northern cities named Dr. von Ruck talked Asheville to medical men generally, and no doubt with good results. He made arrangements for the reading of a paper on Asheville climate before a medical society in each city, by some prominent physician. A paper of this kind was read on Monday last before the Academy of Medical Science in New York. In Boston the paper will be read tomorrow before the Boston Medical Library association, and in Philadelphia before the Medical society, some time this month.

The object of Dr. von Ruck's next week's trip is to make arrangements in the cities named for the presentation of papers on Asheville. The effect of these will be much better when read by some member of the local society, who is entirely disinterested.

Dr. von Ruck says he found among the eminent consulting physicians North, a prejudice towards Asheville on account of its sanitary condition. They say this city has not proper sanitation and that on that account they do not care to send their patients here. Dr. von Ruck made it his especial task to remove this prejudice as far as possible. He told the medical men that Asheville now had a Board of Health, and although its jurisdiction is limited, it is doing a good work and will as its powers are expanded do much towards making Asheville what it should be, a model health resort in every respect.

Dr. von Ruck is very sanguine over the outlook for this winter. He believes there will be an increased number of winter visitors, having received assurances from the physicians with whom he consulted to warrant him in the belief.

Asheville Daily Citizen November 4, 1892

MAY 27, 1893.

RACING SEASON OPENED

ATTRACTIVE SPORT AT CARRIER'S TRACK

First Racing Under The Auspices Of The Swannanoa Hunt Club—John S. Pleasants Winner in The Bicycle Run.

The Swannanoa Hunt club inaugurated the summer racing season yesterday at Carrier's track with a card of a half dozen lively events and managed the affair to the satisfaction of the patrons and with credit to the organization.

After 2 o'clock all cars to the depot from town were jammed with racegoers and at the track the crowd filled the grand stand and a good number took in the sport from carriages in the field. The ladies became greatly interested as the animals briskly cantered the course and and in the close running were quite as enthusiastic as their escorts.

The Great Western band occupied a portion of the grand stand, with Fred Hull waving the baton, and between the acts played good music—so good indeed that the query was raised "Where did you get that band?"

The condition of the track has been greatly improved since last year, and with a little more attention of the same sort, future meetings will undoubtedly lower yesterday's time.

The promptitude of the judges kept the aids in a hustle and the program was run without annoying delays and completed in time for everybody to get home by dark.

At half past three the boys with the bikes were called to draw for positions and rode to the line with Fulenwider inside, Sawyer 2, Henderson 3, Rich 4 and Pleasant got the fence. The betting was on Pleasant and Sawyer, and when the start was made the favorites took the lead with Pleasant in front. Half way around the leader beat down to win and Ozme Sawyer's broad shoulders came to a level with a like end in view; but "Lody Joha" was never headed and will wear the first trophy of Asheville's Cycling club, won in a half mile spin in the good time, considering the track, of 1.15. The line came in: Sawyer, Fulenwider, Rich and Henderson. Pleasant's machine was a model 92 Columbia, 40 pound, gear 62; Sawyer rode a 27 Columbia, 54, geared 67; Fulenwider a 32 Columbia, 30, geared 62; Rich a Cleveland 32, geared 56, and Henderson a Columbia, 40, 62. Moody was an entry, but met with a mishap on the road down that broke his Cleveland and kept him out of the race.

The first racing of the horses began in the club hurdle of a mile, with the starters, McClost's "Maud Cobb," Blanton's "Smoky Mountain" and Rev. [illegible]

The trotting race, mile heats, best two in three, held "Daisy," driven by her owner, George Henderson; Frank O'Donnell's "Dick" by Richmond, and Chambers & Weaver's "Frank" with Bud Buchanan in the sulky. The mare was the favorite and led at the half, but a break when almost a sure winner lost the heat to Frank in 3:24; "Dick" a poor third. The second heat went to the same horse in 3:20, "Daisy" second.

All the entries faced the starter in the running mile, and Miss Woolsey's thoroughbred "Backsheesh," with Miller up in jockey garb, was cheered as he danced the track. "Simpson's "Bob" had the odds and little Phifer's known skill in the saddle gave color of wisdom to the choice. Mr. Wright got the horses off in a good line and the first shouts went up as "Minnehaha" bolted the track at the upper turn. It was a see-saw race to the final quarter, when Hollingsworth lifted Charlie Stikeleather's "Fannie" out of the string and sprung the surprise of the day by winning with ease in 2:21. "Bob" was second, "Backsheesh" third, B. T. Wright's "Peacock" fourth and W. V. Reynolds' "Minnehaha" last. Phifer claimed a foul by Miller and in less time than it takes to tell it the judges had their hands full, but the decision disallowed the claim.

The pony race was the best of the day. The event had in it Miss Woolsey's "Cherokee," Pete Sevier's "Beeswax," and Doctor Battle's "Tibbits," with the latter at the rail. The eager youngsters cut their ponies loose on the first attempt to get away and the ragged start failed to bring them back. The race was an inspiriting one and the boys came home with falling whips. Before the judges announced the result the track filled up with earnest talkers and everybody picked the winner. The judges said "Tibbits" first and "Beeswax" two, and the fire broke out in a flame. Colonel Woolsey claimed the race for "Cherokee," but the judges ruled for another "go," and the Colonel withdrew "Backsheesh" and the black pony from further racing. While the ponies rested and their admirers cooled off the whistle blew for the final jumping, and "Celie" and "Smoky Mountain" left the post for a beautiful exhibition of clean and speedy leaps. The glossy mare led the way and won, in spite of her jockey's pull from the track, in 2:31.

The day closed with the performance of the ponies, and Mr. McNamee went into the stand in place of Dr. Battle. Pete Sevier had blood in his eye and Tom Doggett on the Battle nag scorned a proffered spur. The little fellows felt the beat of their steeds as they rripped the

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The first racing in the horses began in the club hurdle of a mile, with the starters McCloskey's "Maud," Ceph Blanton's "Smoky Mountain," and Battle's "Celie." The jumpers took the pines in splendid style and Bridgers with "Celie" made two of the leaps with dangling stirrups, but the mare rattled the top of the hurdle on the curve and before the recovery was made Bridgers heels were in the air and the plucky rider lit in the dust. First money went to Ceph and "Maud" got second. Time, 2:37.

The trotting race, mile heats, best two in three, held "Daisy," driven by her owner, George Henderson; Frank O'Donnell's "Dick" by Richmond, and Chambers & Weaver's "Frank" with Bud Buchanan in the sulky. The mare was the favorite and led at the half, but a break when almost a sure winner lost the heat to Frank in 3:24; "Dick" a poor third. The second heat went to the same horse in 3:26, "Daisy" second.

All the entries faced the starter in the running mile, and Miss Woolsey's thoroughbred "Backsheesh," with Miller up in jockey garb, was cheered as he danced the track. Simpson's "Bob" had the odds and little Phifer's known skill in the saddle gave color of wisdom to the choice. Mr. Wright got the horses off in a good line and the first shouts went up as "Minnehaha" bolted the track at the upper turn. It was a see-saw race to the final quarter, when Hollingsworth lifted Charlie Stikeleather's "Pannie" out of the string and sprung the surprise of the day by winning with ease in 2:21. "Bob" was second, "Backsheesh" third, E. T. Wright's "Peacock" fourth and W. V. Reynolds' "Minnehaha" last. Phifer claimed a foul by Miller and in less time than it takes to tell it the judges had their hands full, but the decision disallowed the claim.

The pony race was the best of the day. The event had in it Miss Woolsey's "Cherokee," Pete Sevier's "Beeswax," and Doctor Battle's "Tibbits," with the latter at the rail. The eager youngsters cut their ponies loose on the first attempt to get away and the ragged start failed to bring them back. The race was an inspiriting one and the boys came home with falling whips. Before the judges announced the result the track filled up with earnest talkers and everybody picked the winner. The judges said "Tibbits" first and "Beeswax" two, and the fire broke out in a flame. Colonel Woolsey claimed the race for "Cherokee," but the judges ruled for another "go," and the Colonel withdrew "Backsheesh" and the black pony from further racing. While the ponies rested and their admirers cooled off the whistle blew for the final jumping, and "Celie" and "Smoky Mountain" left the post for a beautiful exhibition of clean and speedy leaps. The glossy mare led the way and won, in spite of her jockey's pull from the track, in 2:31.

The day closed with the performance of the ponies, and Mr. McNamee went into the stand in place of Dr. Battle. Pete Sevier had blood in his eye and Tom Doggett on the Battle nag scorned a proffered spur. The little fellows felt the heat of their seniors as they gripped the bridles and got away with "Pete" at the rail. The race was a drive from the quarter and "Tibbits" won from the white-stockinged sorrel in 1:04, when the crowd made a break for the cars.

The judges were Dr. S. W. Battle, Col. [illegible] and R. [illegible]. W. H. Rockwell was all the starting aid he [illegible] Wright, the starter, and J. C. Sullivan kept the score. J. J. McCloskey managed things generally and everybody voted Maud and the meeting a great success.

Asheville Daily Citizen May 27, 1893

JUNE 3, 1893.

ELECTRIC LIGHT TAX.

The West Asheville Company is Not Satisfied.

The West Asheville Improvement company is protesting against the action of the Board of Aldermen on Thursday, when a special tax of $1.50 for each arc light and 50 cents for each incandescent light was levied on electric light companies whose business was done partly out of the city. The Aldermen fixed the rate for companies wholly in the city at $1 and 25 cents for the different class of lights, the idea being that companies from which the city received taxes on plant ought not pay as much as the companies whose plants were outside the limits.

Secretary J. D. Carrier, of the West Asheville company, told THE CITIZEN today that the imposition of this tax on his company would when the company began running its business to full capacity amount to the payment of about $2,200 into the city treasury. The meter system is to be observed by this company, he says, and the company might have to pay 50 cents for some incandescent lights that would probably not be used half a dozen times a year. Further, he says his company has to pay corporation taxes in Inanda and West Asheville, and on these grounds and on account of what the company considers unjust discrimination against it, he thinks the Board should reconsider its action.

Asheville Daily Citizen June 3, 1893

THE HUNT CLUB'S RACES

YESTERDAY'S SPORT AT CAMERON'S TRACK.

The Bicycle Race, Won by Howard, With Sawyer Second—Trotting, Running and Hurdle Races—A Large Attendance.

The races of the Swannanoa Hunt club at the track on the West Asheville and Sulphur Springs railway, are coming to be considerable events in the pleasure seeking world. There were no startling events on the hill yesterday afternoon, yet the crowd was larger by half than on the opening of the season, 400 or 500 people being present.

The delightful ride on the railway, the green fields and the genial sunshine were enough of themselves to provoke a large crowd, and with the races as additional indugement, the cars were packed from 3 o'clock till 7 going and coming.

The first event was the bicycle race, three entries, three to start, Sawyer, Moody and Howard; half mile for silver match box, first prize; silver whistle, second prize. At the start it looked as if Sawyer would win, but on the home stretch Howard pulled up and went under the wire about four inches ahead of Sawyer. Time, 1:29.

The trotting race, one mile, best two out of three, three entries, two starters, Chambers and Weaver's "Frank" to sulky and Charley Blanton's "Frank" to road buggy, was won with hands down and time to take refreshments, by Blanton's "Frank," in 3:16.

The club hurdle had only two starters out of four entries, McCloskey's "Maud" and Battle's "Celie." Ceph Blanton would not enter "Piney Mountain" when he found Dan Sevier was to ride "Celie." The race was one mile with four hurdles. On the first half both horses shied at the second hurdle but went over under the spur, but on coming to it the second time "Celie" refused and but for the horsemanship of Sevier would have tumbled her rider. "Maud," ridden by her owner, came to the hurdle just as Sevier was turning "Celie" for a new effort, and following the example set her flatly refused to take it, stopping with such suddenness as to throw her rider well over her head for a broadside in the clay dust and breaking a stirrup leather. "Celie" came to the scratch on the second presentation of the hurdle and won without a competitor at the finish.

The running race, half mile, best two out of three, three entries, three starters, "Bob Simpson," "Fannie" and "Donovan" was won by Stikeleather's "Fannie" in good style, with Wright's "Donovan" second, in 54 and 56. Simpson came in second on the first heat, but was distanced in the second by reason of a turned saddle.

The pony race, one half mile, best two out of three, with three entries and two starters, was won by Dr. Battle's "Tidbitt." In the last heat "Tidbitt" left the track and the rider of Jim Hare's "Buncombe" stopped. "Tidbitt" was gotten on the track again and came in without a competitor. Time in first heat, 62¾.

The hurdle race, four entries, three starters, one mile, was won by Battle's "Celie" in 2:16¾ with Ceph Blanton's "Smoky Mountain" second and McCloskey's "Maud" third. Ceph Blanton did some good riding and got the applause.

When the summer visitors come the Swannanoa hunt will have good sport awaiting them.

Asheville Daily Citizen June 10, 1893

ASHEVILLE BEATS ARDEN

SATURDAY'S GAME AT CARRIER'S TRACK.

The Home Team Wins From The Visitors by a Score of 11 to 6—A Day of Love Makers—Will Play Next Time at Arden.

There was not a large crowd at Carrier's track Saturday afternoon to see the Asheville-Arden baseball game, but those who did so employed the most of their time in jollying Umpire Case, who was chosen for the Ardens. Guy Rankin was chosen by the home team, and his decisions were generally strictly impartial. But the crowd could not swallow Case's decisions. To a man up a tree he seemed to be pulling for the visitors, and the man up a tree and nearly everybody kicked. Case called an Asheville man, John Fletcher, out at second when nearly everybody felt satisfied that he was safe. After that there was complaint in several instances on what seemed to be good cause, but Case stood to it and what he said went. A baseball admirer from Brooklyn left the grounds, it is said, with the remark that he never saw a more one-sided game, so far as decisions went.

The home team went to bat first, and Fletcher started 'round on four balls. Levy, a new player, and a good one, from Louisville, was hit by the ball, and before the visitors could help themselves Fletcher had scored and Levy was roosting on third. Morris cleft the atmosphere thrice, and was followed in his retirement by Weaver, whose bouncer beat him to first. Alexander knocked a daisy that was good for two bases. Levy trotted over the plate followed by Alexander, who came in on Chambers' hit into left. Chambers scored before Williams went out at first.

In the Ardens' half Charley Whitaker hit to right and Weaver stopped the ball but threw wild toward first. The runner took the chance for second and died there beautifully by Catcher Garrison's throw. A double play by Williams, Fletcher and Chambers retired Hemphill and Case and the side.

In the home boys' second Garrison, Morris and Levy scored. The outs were by Fletcher, Weaver (struck out), and Alexander who was shut off at first by a neat stop by Case at second. Arden thought she would score on J. Whitaker's right field fly but the runner was put out at third. Garrison knocked a ball to third and it traveled from Levy to first so quick that the runner might have saved himself the exertion had he known. Frank tipped a foul towards third and lost his life, metaphorically speaking, when Levy's unerring nippers closed on the sphere.

This made two goose neats the Ardens had found, and the crowd began to fear that the score might run into next week. The visitors, however, began picking up, and if they could not do much for themselves they succeeded in holding the home boys down a little. Only one score was put down in the Ashevilles' half, and this by Lindsey whose whack was worth two bases. Chambers, Williams and Levy were the outers. When Arden went to bat J. Walker and D. Whitaker hit the ball but were put out by a pretty double play by Alexander, Fletcher and Chambers. C. Whitaker scored and J. Whitaker flew out to Weaver.

The fourth inning was stopped a few minutes by rain. Morris made the only score from Asheville. Weaver struck out, Alexander died at first and Lindsey flew out. The Ardens managed to get one run.

C. Whitaker caught from the beginning of the fifth, and right there Asheville got a goose-egg for herself, Levy and Williams flying out to Case and Fletcher striking out. But Arden couldn't better their score, the men going out almost in one, two, three order.

When the sixth opened, Morris and Weaver died as fast as they batted and Alexander expired at first. C. Whitaker made another score for the visitors in their half.

Just one was the size of the addition to Asheville's score in the seventh, the scorer being Lindsey. But the visitors couldn't even do this well, their balls being handled in a redhot style that meant business.

The eighth was opened by Levy knocking a liner right into first's hands. Dick Weaver struck the ball a vicious spat, sending a soil-astonisher 'way out to right, making two bases by a slide that threatened to plow up the dirt for an acre or more. Three runs were piled up in this half, while the Ardens scored three before the White Wings could put out J. Whitaker, J. Walker and Frank.

The ninth didn't help Asheville a bit, because the men went out double-quick, two of them on a double play. The same sort of sauce, however, was dished out to the visitors, and the game ended, with five ciphers against Arden and three against Asheville. The score by innings:

	1	2	3	4	5	6	7	8	9	
Asheville	4	3	1	1	0	0	1	1	0	—11
Arden	0	0	1	1	0	1	0	3	0	— 6

The return game will be played at Arden in a couple of weeks from now.

Players and positions — Asheville: Fletcher, 2b; Levy, 3b; Morris, p; Weaver, r. f.; Alexander, s. s.; Chambers, 1b; Lindsey, c. f.; Williams, l. f.; Garrison, c. Arden: C. Whitaker, ss; Hemphill, r. f.; Case, 3b; J. Whitaker, 1b; Garren, l. f.; W. Walker, p; Frank, c. f.; J. Walker, 2b; D. Whitaker, s. s.

The Arden boys lack team practice, and with this will put up good ball. Will Walker's pitching was especially fine, he having struck out a number of Asheville's heaviest sluggers. Arden should also keep Charley Whitaker behind the bat.

Asheville Daily Citizen June 19, 1893

105

ASHEVILLE, N. C., THURSDAY EVENING, JUNE 29, 1893.

ASHEVILLE'S BOYS WIN IT.

HOME OF THE GAMES WITH STATESVILLE.

The Home Players Show Their Grit and Win a Game That Was a Game, for the Visitors From Several Points Play Ball.

The Asheville baseball team bestrode an altitudinous equine yesterday—and they looked well and deserved it. The cause? Ask anyone of the large crowd that went out to Carrier's track yesterday afternoon to see the game between Asheville and the Statesville nine.

The Asheville boys donned their new gray uniforms for the first time—and they proved mascots with a big M. The Statesvilles wear blue, and someone called it a battle between the Blue and the Gray. It was one of the very best games Asheville has witnessed and the attendance was such as to cause the grand stand to look fairly alive. A large number of ladies were out to see what the home boys were going to do.

There was the seemingly inevitable delay in getting started. Statesville wanted two umpires and Asheville objected to allowing Frank to go into the box for the visitors, claiming that he was a professional. The matter was finally settled by going to work with one umpire, Alderman D. C. Champlain of Biltmore, and allowing Frank to pitch the last three innings.

Statesville went first to bat and Robertson went to first on Garrison's muff of third strike. C. Gray struck the sphere on the snoot but it was no good, for Chreitzberg gobbled it at third and Gray had his sprint to first for nothing. J. Gray made a beau hit on which Robertson scored and that was all. He died on third by a beautiful cannon ball play from Morris to Chreitzberg. Frank struck out and the visitors went to field. Young opened the work for the homers by flying out to Flanigan. Fletcher got a hit good for first, and by the time Morris, Weaver and Chreitzberg had hits to their credit Fletcher scored. Morris died by force on third and Alexander by a dainty fly to McGinnis retired the side.

In the second Faucette, McGinnis and Harbin were the blue lambs led to the slaughter. The first and last sawed the soft river breeze, while McGinnis broke his bat in knocking a splinter that Fletcher put to Chambers in time to break the batter's career. Roy Williams began the business in Asheville's half by striking out. Garrison got to first on third's error and Chambers took a like position because of a small-sized fly light where nobody in left field was looking for it. Young didn't fare so well, for when he tried to follow Chambers' lead his fly was encircled by the nippers of Flanigan. Morris hit a naughty little grounder, which J. Gray, by a fine bit of work, stopped in time to put Asheville's pitcher out and send the gray boys to the ant hills.

Flanigan, for the visitors, in the third inning discovered too late that his willow had an open bay window in it while Graham knocked a fly to center that he evidently expected to go to Hendersonville on. But Young was playing out that way for just such pie and Graham failed to reach. Robertson slapped the spherical interest-exciter on the face and it dropped to Morris, who rolled it to first, and another goose-egg was entered against the visitors. Instarting the ball for Asheville Dick Weaver flew out by an exasperatingly pretty rightfielder. Chreitzberg made first on Graham's error, and then Alexander whacked a sockdologer to left and flew over two bases before stopping to catch wind, bringing "Chreitzy" home. Alexander scored by Garrison's help. Williams couldn't help it, but he died at first because he wattled too short. Garrison went to first, but it did no good as Chambers' bit to second stopped this inning.

The fourth was a repetition of the aged narrative for Statesville. The Asheville boys were in it to win, despite the fact that there was plenty of yelling for the other team. C. Gray and Frank outed from Fletcher to Chambers. J. Gray got in a base hit, but Faucette knocked a foul fly that was handsomely caught by Garrison. Asheville went in feeling more encouraged, but couldn't do any great shakes. Young successfully sought first on McGinnis' error, scouted over two bases on a passed ball, and while in the notion scored. Fletcher went out running third, and Morris was as much astonished as anybody when he found that his bat, too, had a hole big enough to drive a wagon through. Williams probably forgot where he was at, and with a paddle-like swing batted a la-la fly to Faucette that was held tenaciously. Weaver, Chreitzberg and Alexander were left on bases.

The fifth inning saw Hoke Morris mow down McGinnis, Harbin and Flanagan, as fast as they could go to the bat and strike out. The Asheville crowd in and around the grand stand acted as if it wanted to eat Hoke up, but he demurred, as he had to pitch the game out. While the Ashevilles were in Garrison sent a grasscutter to left for a base. Chambers made first and which Young went to the bat he knocked a fly to the pitcher who muffed it in order to make a double play and beat off the runner nearest home. The play didn't double, but Garrison was put out at third. Chambers scored, but Young died at third and Morris struck out.

Graham opened the sixth for Statesville by pounding a low curve to Young who didn't grasp it. Robertson dropped a fly to Alexander, which was certainly caught. C. Gray went out from Alexander to Chambers, and J. Gray outed from Morris to first. This inning saw Asheville ciphered and Statesville yells were heard all around. Weaver couldn't catch up with a grounder to him and Chreitzberg had a throbbing heart beat faster when he saw his small hit [illegible] Alexander [illegible] Chambers [illegible] Williams [illegible] Gray [illegible] McGinnis [illegible] Alexander's [illegible] Morris [illegible] Chambers [illegible] Young [illegible] McGinnis [illegible] Harbin [illegible] Flanigan [illegible] Graham [illegible] Robertson [illegible] C. Gray [illegible] J. Gray [illegible] Frank [illegible] Faucette

THE FOURTH AT CARRIER'S

SPORTS ARRANGED BY THE BASEBALL CLUB.

John S. Pleasants, W. D. Gash and Frank Blackwood Win the Bicycle Races; Blues Beat The Reds by 9 to 2.

It seemed yesterday as if nearly everybody in Asheville observed the glorious Fourth. Perhaps one-half of the stores were open, and of course the clerks in these did not celebrate. The day was warm, but otherwise perfect, and everybody was in the happiest mood.

The attraction of the day was the card of sports arranged by the Asheville Baseball club at Carrier's track. When the sport began there were over 800 paid admissions registered. This does not include the boys who "beat" in nor the 100 or 200 people who saw the games from the hill without contributing.

The first race was between bicyclists in the first class, half mile. The entries were John Pleasants, Eugene Sawyer, W. K. Howard, J. L. Rich and J. S. Moody. The riders got off on the first attempt with Pleasants in the lead. Half way around Howard closed up to the leader and it looked as if he might win, but John wouldn't have it that way and the race ended with Pleasants first, Sawyer second and Moody third. Pleasants' time, 1:10.

The entries in the second-class bicycle race were Thad. W. Thrash, Will Smathers, O. E. Henderson, W. D. Gash and L. B. Alexander. The riders were well bunched for the first eighth with Thrash and Henderson neck and neck. They fell behind, however, and the close saw Gash first, Alexander second and Thrash third. Gash's time, 1:26

Dick Gordon, colored, won the wheelbarrow race, and the watermelon prize caused a large fissure to open under Dick's nose.

The third class bicycle race had as entries John Baird, Joe Malone, Frank Blackwood and MacRae Hatch, and was for a quarter mile. Blackwood won, with Hatch and Baird second and third. Blackwood's time, 50½.

This brought the program down to the "crown" game of baseball, between the Reds and Blues. On the Reds the players were: Young, 3 b; Jno. Fletcher, 2 b; Pittman, p.; Will Fletcher, c.; Dougherty, s. s.; Waddell, l. f.; Wynn, 1 b.; Chandler, r. f.; Jordan, c. f. The Blues played Morris, p.; Garriton, c.; Alexander, s. s.; Weaver, r. f.; Lindsey, c. f.; Merriman, l. f.; A. Rankin, 2 b; White, 1 b; Carrier, 3 b.

In the first, Blues to the bat, four men scored, after two men had been put out. The men who came in were Alexander, Weaver, Lindsey and Merriman. Rankin hit for a two bagger, but was put out at home. The Reds, through Young, scored one in their half.

The second inning was a goose-egg for both sides. The feature of this was a beautiful running catch by Merriman. The Blues scored Weaver in the third, while the Reds got another cipher. The next four innings resulted in nothing for either side, Carrier making a fine catch of John Fletcher's foul. In the eighth Alexander, Weaver, Lindsey and White scored for the Blues, and the Reds went out one, two, three. The last half for the Blues saw three men go out before they could go to first. In the last Reds' half Will Fletcher scored, and the game closed: Blues, 9; Reds, 2. During the game Morris struck out 10 men and Pittman 8.

Hoke Morris, who won the first crown, presented it to Miss Mamie Garrison; Dick Weaver, second, to Miss Lottie Johnson; John Fletcher, third, to Miss Florence Carpening. Cam. Waddell won the fourth crown.

The judges in the racing were W. H. Penland, Geo. Henderson, J. A. Connett; timekeeper, A. M. Field; starter, E. B. Atkinson. Alderman D. C. Champlain of Biltmore umpired the ball game.

The sports were entertaining throughout, and the Asheville Baseball club stuck another feather in its cap.

The West Asheville and Sulphur Springs railway handled the big crowd very well, and put several shekels into its inside pocket by so doing.

Asheville Daily Citizen July 5, 1893

JULY 18, 1893.

HIT THE BALL!

Greenville Beats a Train by a Large Majority.

"It takes only twelve runs to win!" howled Coacher Haynes to the boys from Greenville at Carrier's track this morning, near the end of the game between these teams. But the Gallinippers at the end lacked just 12 runs of getting what was necessary and the down-country boys go home without getting a bite.

There was a fair crowd in attendance to see the Highlanders wipe the earth with the visitors. Beiers was in the box for Greenville, but was batted out in one inning. Sullivan followed him, but the boys knocked him all over the ground and into the river, so left-handed Walker went in and stuck to the last. Morris had not the suspicion of a glass arm with him and the way he delivered the sphere was a caution to excursions. The Ashevilles did the best fielding they ever did, and try as the Greenvilles could they could not knock the ball where Asheville wasn't.

The score at the close was 14 to 3 in favor of Asheville. This is the score by innings:

	1	2	3	4	5	6	7	8	9	
Greenville.....	0	0	1	0	0	0	0	2	0	— 3
Asheville.....	4	1	0	4	0	1	4	0	*	—14

Notable work in the game was that of Asheville's battery, Morris and Clarke, Alexander at short, and John Fletcher at second. But all the boys were out to win. Therefore, they are entitled to the town, whenever they want it.

Haynes' last remark before leaving this afternoon was: "I've done everything mean except vote for Tillman." And the "dispensary" tickets were on the Asheville boys.

Gems From Haynes.

Greenville introduced a novelty to the mountaineers in the way of a tenth man brought along to coach. His name is Haynes and he's a dandy; his voice is an automatic triple-expansion fog horn, with a 48-hours' run.

Here are some of the scintillations from the cranium of Coacher Haynes as he talked to the spectators yesterday:

I'm honest 'cos my pa keeps a store.

Take off your shoes and you'll go up like a balloon.

You all are making fools of yourselves for nothing. That's the difference between us—I get $2 a day for making a fool of myself.

I'll give $10 ("squaring" himself) to any man who will stand before me for three days.

Lend me your face—I want to go to a dog fight.

Oh, you needn't mind me—I'm not right bright. Here, lock arms with me, we are about in the same fix.

On the way out Haynes said: I'm going to Spartanburg to play on Asheville's grounds.

To the players: Hit the ball! Hit the ball!

Asheville Daily Citizen July 18, 1893

AUGUST 7, 1893.

NOW LET US HAVE A FAIR

AND ONE THAT WILL AT TRACT BY EVERYBODY.

A Meeting to Be Held Here Saturday, August 19, to Form the W. N. C. Fair Association—Let the People Attend.

THE CITIZEN has often urged upon the people of this section the necessity for holding a fair, at which should be shown the resources of the mountain country of North Carolina. Such a fair would attract universal attention and would be an important factor in the development of the section which it brings before the world.

At last there is an inclination to move in this direction, and THE CITIZEN and all people who have an interest in the growth of this section will be glad to see the movement grow until the Western North Carolina fair becomes a glorious realty.

It is, therefore, with pleasure that THE CITIZEN publishes the following call for a meeting in Asheville on Saturday, August 19, to take the initiatory steps in the formation of the Western North Carolina Fair association. This call is signed by Capt. M. J. Fagg, Dr. S. Westray Battle, Geo. S. Powell and others, and should result in the bringing out of good crowd of men who are fully alive to the question and who are determined to see the movement carried through successfully. The call follows:

"*To the People of Western North Carolina:*

"Our agricultural, mineral and other resources warrant an annual exhibit. A number of gentlemen feeling the importance of this met on Thursday afternoon last and resolved to take steps looking towards the inauguration of a fair association.

"A call, therefore, is made to the people comprised in the counties west of the Blue Ridge to meet in Asheville Saturday, August 19, to formulate a plan and perfect an organization. An option of a long and easy lease of grounds, already fenced, with a good race track and grand stand, has been secured, and only a small sum will be required to erect the other necessary buildings.

"Everyone, therefore, interested in having a fair is called upon to meet in Asheville on the 19th and a Western North Carolina Fair association will result."

Western North Carolina papers will please copy this call.

Asheville Daily Citizen August 7, 1893

TUESDAY EVENING, SEPTEMBER 12, 1893.

THE WATER EVERYWHERE

THAT IS, ALONG THE CITY'S WATER FRONT.

The French Broad Rises 14 Inches Yesterday and 11½ Last Night—Bad Wet for Electric Lights—Minor Notes.

The rains that have fallen in these parts since Sunday have outdone anything of the kind occurring heretofore for a number of years. The rainfall was excessive and the rivers and small streams in various sections are "away up," doing more or less damage to crops along the bottoms.

The French Broad is out of its banks the entire city front. Thirty inches rise in the waters was marked for ten hours of yesterday and the highest gained 11¼ inches to 9 o'clock this morning. The upper booms of the French Broad Lumber company is nearly filled with logs shut down in the freshet and the low ground in the region of the mill is covered with water. The boom house was wrenched from its fastenings and sailed off about 6 o'clock.

At the depot the yellow flood was swung to the fence of the stock yard, making an even sweep to the banks at Tahkeostee. The Standard Oil company's lot was under water, but nothing was damaged.

The roaming waters found their way through the yards of the Asheville Cotton Mills early in the afternoon of yesterday and soon surrounded the tenements of the lower section, covering the gangways and cutting off the inmates from their homes. Later in the day passage was made by skiffs, but the continued rise of the river in the night frightened many of the people to the act of retreating to the mill side and to the dwellings of friends. Superintendent Barnhart was out all night with a force of men keeping watch on the partially submerged buildings. A 12-inch dam was built around the basement of the cloth room; it was impossible to relieve the wash at the waste and cotton houses and they held down the outer circle of the inundation together with the stables of Lindau, Hough & Co. The anxieties of the night gave the mill hands little chance for sleep and the generally demoralized condition of things decided the superintendent not to start up the mill today, and give the employes a needed rest. Skiffs skimmed busily from the railroad track to the cabins, but the householders soon returned disgusted with the outlook. On some of the porches bedclothes and other plunder were bundled up for the quick grab of the owner if necessity should require.

At Jones' lumber yard at Smith's bridge the early morning measurement showed a rise in the night of 11½ inches and the tide was thought to be at flood. The waters were up to the foundations of the dry kilns and had completely shut out the stables and compelled the removal of the stock.

The door timbers of Smith's bridge were 12 feet clear of the water and no trouble to the structure was feared unless the booms further up the river should break and dump their heavy burdens against the piers.

The newly fenced coal yards of the Asheville Ice and Coal company at the south end of the railroad bridge were included in the range of the flow, but the damage did not get beyond the straining fences. The cabins of Kol Bryan, although surrounded and threatened with destruction, did not give up their tenants, who occupied the doorways and windows seemingly ready for a jump if the situation got bad enough.

The flood put Asheville's light out last night. At the dam of the West Asheville improvement company, where the light current is generated, the water backed up under the machine house and necessitated the stoppage of the machinery. Mr. Carrier told THE CITIZEN today that he hoped to have the trouble remedied and the lights going tonight. A report was in circulation last night and this morning to the effect that the big dam had broken. This was a mistake.

North Main street was alright to make street car men weep this morning. A goodly portion of Starnes avenue washed into the street and across the car track, and a choked drain over the culvert caused the covering of the sidewalk with mud. At the Chestnut street crossing the old story was repeated and several tonnes of mud had to be removed before cars could pass that point.

[illegible] the rains caused the Grand Opera House to close last night and the water backed up almost into the door of the hall.

The rainfall yesterday, reported by Dr. Karl von Ruck, United States signal service observer, was 1.93 inches.

No train was out on the main line from this morning. The train from Columbia, however, is reported on time.

Asheville Daily Citizen September 12, 1893

ON TO THE BRIDGE.

The Extension of The Red Line About Complete.

Notwithstanding the bad weather the work of laying track on the extension of the Montford avenue car line to Pearson's bridge has been pushed, so that up to last night all of the rails had been put down except on a section of about 100 feet. This was finished today, and the trolley wire was expected to be strung by this afternoon. Manager Baird told THE CITIZEN that he expected to run the first car over the line late this afternoon or tomorrow morning. After the first trip is made the track force will do some "surfacing," and then cars will begin regular trips between the square and the bridge.

Asheville Daily Citizen September 15, 1893

DOWN THE HILL.

A Montford Avenue Car Takes a Spin Yesterday.

Yesterday morning as the closed car on the extension of the Montford avenue line was descending the grade toward the bridge the dew on the track caused it to get beyond the control of the motorman and it took a lively race around the curves and down the hill.

The motorman put on the brakes as tightly as possible, in fact, so tight that the wheels were locked and even reversed the current, but it was all of no avail. The motorman and conductor, seeing that nothing more could be done to stop the runaway, jumped, and were followed by several Bingham school students. Only one person, Will Bolton, a plucky boy, kept his seat in the car.

The runaway made all of the curves safely and on coming to the level just this side the terminus came to a stop with wheels locked. No damage was done.

THE CITIZEN rode over the Montford line this morning with Manager Baird, and unhesitatingly pronounces a trip over this line one of the distinct attractions of Asheville. The line runs within 100 feet or so of Pearson's bridge. The view of the French Broad river as the car emerges on the river front is beautiful. A force of hands is busily at work surfacing the track and putting everything in shape, so that within a week the cars will ride over the extension as smoothly as they have always done on the old portion of the road. The line is now about three miles in length.

Asheville Daily Citizen September 19, 1893

Fashionable Asheville

David Coleman Bailey

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133?

TWO

RIDING TO HOUNDS

One Saturday morning, a group of perhaps two dozen colorfully well dressed outdoorsmen gathered at the stables of Battery Park Hotel to go fox hunting at Sulphur Springs. Their aims were not so ambitious at the time but actually this was the origin of country club life in the city.

These energetic socialites mounted their horses, cantered down an equestrian path, and left the grounds through the western gate. After following the car line out Patton to Haywood, they wound down the slope to Smith's Bridge and once having crossed single file to the other side, proceeded on to the springs, some three miles from the river as the crow flies.

It was early 1893 and hunting was good in this section. Nearby stood charred remains of the Belmont, still smoking only six months before. Some guests had enjoyed occasional forays into woods and fields of surrounding areas and there had been talk of forming an English style hunt club, but nothing came of it. Now there was renewed interest.

Since the grand opening in 1886, the fashionable social leadership had made its headquarters at Battery Park but Belmont and Kenilworth were providing benign competition, until each burned to the ground. For some weeks after the fire, however, there was talk about what a shame the Belmont disaster was and how unfortunate those guests had been, unable to go hunting and enjoy other activities that had been part of the scene since earliest days.

Someone pointed out that the area was available and a consensus was reached that opportunities should be explored. The Swannanoa Hunt Club was informally formed for purposes of fox hunting and those objectives relating to hunting in general. Among prominent members was Mr. J. E. Rumbough, socially active mayor of Montford. From this, development of club facilities would extend over the nest 35 years.

The time was ripe. At *Biltmore,* construction at the great house had just reached its halfway mark. The opera house was in full stride. The first permanent post office had opened at the foot of Battery Park Hill and the Carrier line from Sulphur Springs had been extended to connect with it. Mission Hospital had recently moved into a new building of its own. And the first city hall was now open on the Square.

Many prominent citizens would be involved in this social enterprise but one was essential. And Dr. Thomas Patton Cheesborough had special qualifications. His mother was a Patton of Asheville his father a Cheesborough of Charleston. He himself was a cross blend between Charlestonians and native stock, basic components in the equation. Thus he was in a unique position of being the logical catalyst to lead all elements of high society into an organizational structure.

Under the circumstances, no one fit the part more naturally. A friend and social companion of the Vanderbilts, he loved people and was active across a broad spectrum of society. He had been instrumental in earlier beginnings of several smaller private associations and had been a member of

The Asheville Club since its opening. And as a physician, he was engaged in practice with Dr. Battle at Battery Park, a good combination of medical and social interests.

Although not well understood because of its confusing complexity, the saga of Tom Cheesborough's familial connections, this Scottish and Scotch-Irish tribal clan, is virtually that of social development for real society in the mountain kingdom. It incorporated all elements, Charlestonians, pioneer stock, hotel spectrum, business and professional presence, and landholding class. It was fashionable Asheville in microcosm.

When John Cheesborough asked Louisa Patton for her hand in marriage, it all came together in something far more than a single matrimonial couple. The Pattons were prolific. James of Asheville and William of Charleston had already married Kerr sisters there. John Cheesborough of Charleston had married a daughter of one of the Kerrs but she later died.

After the war, he came up to visit her mountain relatives and met Louisa, daughter of James Patton and Henrietta Kerr. Dr. Cheesborough himself married Alice Connally of the Thomas-Connally family. And Haywood Parker married Thomas Patton's daughter. With over a hundred relatives involved, anyone could understand that even family members sometimes got confused.

In the sphere of real property, the situation was similar. These extensive holdings could be found along the river east of Main, south of Beaucatcher, west of Sunset. In town, there were buildings around the square, down Main, west for several blocks, south of Patton, much of which was built on Patton property. They stretched from parts of the road leading out of town toward Sunset and up the slope to the ridgeline further north, out to the north fork of the Swannanoa, and some tracts all the way to Mt. Mitchell in The Blacks, where James had a place called *Mountain Lodge.* A land inventory would be as confusing as a roster of family members.

The Scots Presbyterian Pattons and the Anglican Episcopalian Cheesboroughs were loyal supporters of the church. The Pattons had owned property toward Willow Street, renamed Aston after conveying part of it to the mayor, and had become the "founders of Church Street" by providing land to establish the city's principal churches there, along with Ravenscroft School, an Episcopal training institution. As for land along the river, the Trescotts of Charleston had built a fine house there for a summer home and shortly after it was completed, it was purchased for that same purpose by William Patton.

The newlywed Cheesboroughs went to live there while plans of their own were being completed. It was called *Azalea* by Mr. Patton after the spectacular flame azalea, a native plant found growing there. The river was a source of many an admiring ode...*Swannanoa, nymph of beauty, I would woo thee with my rhyme...wildest, brightest, prettiest river, of our sunny Southern clime.* Fashioned after the Greek Revival style, the house was comfortable, one of several worthy Patton houses. All in all, it was a pleasant place for a honeymoon. Or married life.

The bride this Charlestonian had chosen was equally pleasing. She and her sister Clara were considered to be among the city's most eligible young ladies. Bright, talented, and charming, Louisa had turned down more than one worthy offer of marriage. Now the time had come for a dowry or an inheritance. The two sisters tossed a coin. Clara was by then the mother of the Murphy family and since that portion of these lands toward the mountain already had a fine house on it, she elected to take ownership where she was, and Louisa took the lands lying along the river.

The site of *Azalea* was on the north side of the banks. The couple chose a site a little further up-

135

stream on the other side and built their own place. They called it *Springvale.* An infant born there was named Thomas for one of many family members with that name, a middle name for the mother, and last name from his father.

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Riding to hounds and life related thereto were conducted under auspices of some luminaries in the world of sportsmen and the related circles of high finance and military adventure.

On December 29, 1891, members of the renowned Meadow Brook Hunt Club on Long Island held a special meeting for the sole purpose of deciding whether Thomas Hitchcock, its master of foxhounds, should bring its entire pack to Asheville for the next winter season. The eminent Mr. Hitchcock, a ten-goal ranked international polo star, was allowed to bring with him whatever was deemed fitting and appropriate under circumstances at the time.

Word of the decision was received on New Year's Eve during a party at the Battery Park and the interested sponsoring parties agreed that they would organize a hunt club. The season at hand would be one devoted to learning the rules of the sport, obtaining proper gear, establishing necessary facilities, and engaging in extensive practice.

A member of one of the most aristocratic families in the Anglo-American realm of sporting events, Hitchcock was an Asheville visitor who early saw its possibilities. He had established an 18-square-mile estate at Aiken, South Carolina, and it became the most famous schooling ground in the world for young horses. Fox hunting and yachting were his chief recreation but he had charge of training for the U.S. Polo Association, organized the previous year, and won wider fame in training steeplechase jumpers and hunters. Indeed he became the greatest trainer of such horses in American turf history.

Born at Aiken in 1900, Thomas Junior joined the illustrious *Lafayette Escadrille* with his Asheville friend, Kiffin Rockwell, son of Paul Rockwell, the city's distinguished liaison with the French Army. Shot down behind enemy lines, Hitchcock was taken prisoner but managed to escape to Switzerland. As a result of his exploits, he was awarded the *Croix de Guerre.* A frequent visitor in Asheville, he became the world's greatest polo player, a dashing symbol of the Roaring Twenties and, like Bobby Jones and Bill Tilden, a household name.

The fraternity of sportsmanship in Asheville began life with impeccable credentials on a playing field where new money and political influence did not determine rules of the game.

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Attracted by accounts of fashionable Asheville in the Eastern press, two Irish Catholics of Boston decided to explore possibilities of moving into the realm of Anglo-American society. Mr. John Francis Fitzgerald and Mr. Patrick Joseph Kennedy set out to "consort with the swells" by making reservations for a drawing room on the *Asheville Special* and a suite at the Battery Park. The winter season.

On June 7, 1895, the first golf links were opened. With valet and secretary, the Boston pair arrived in mid-December, just before completion of *Biltmore.* One time mayor of Boston, Congressman Fitzgerald had become known as *Honey Fitz.* Or *Money* Fitz. Both were reported to have the magic touch with moneyed interests in political circles, various aspects of municipal government, and certain business groups, particularly hospitality and the liquor business.

136

Here where Appalachian, Southern, and Eastern social strata converged, these ambitious visitors closely observed the social scene. They dressed properly for the popular carriage rides, attended fashionable events at the hotels, and donned "glad rags" for presentations at the Opera House, just around the corner from hotel grounds. Some guests rode while others, weather permitting, strolled down the pedestrian walkways. Congressman Fitzgerald made trips to the capital from time to time, keeping in touch with whatever of interest was going on.

In late afternoon of March 25, 1896, he left Biltmore Station for return to Washington. Mr. Kennedy left for the Bay State about the same time. On October 7, 1914, not long after the guns of August began their colossal barrage, this close association became a family affair, when the Fitzgerald daughter, Rose, was married to the Kennedy son, Joseph.

Under his strong direction, three sons of this union would become major Presidential candidates.

Endnotes

1. In addition to hotel grounds, tennis and badminton courts, bowling alley, croquet yard, the hill included paved streets with electric lamp posts, infirmary, several houses with lawns, nursery and greenhouses, club house, carriage house, gazebo and band shell.
2. The five locations were Sulphur Springs, Ramoth, Edgemont, Charlotte Street Extension, and Grove Park Inn.
3. The Belmont burned August 24, 1892.
4. Prior to that, municipal offices were maintained at several small locations on the Square.
5. She was the daughter of his first wife's mother's sister, a result of William & James (second) both having married members of the Kerr family in Charleston.
6. Over the years, John Cheesborough took control of the property and business affairs of much of the family interests on both sides of the inheritance.
7. Louisa Patton was a graduate of old Salem Academy. Zeb Vance and James Evans Brown of *Zealandia* fame were among her many admirers, as described in Vance's published volume, *Love Letters.*
8. Major Breese followed Mr. Cheesborough into the banking business in Charleston and became cashier of the First National there. Through him, he kept apprised of the banking situation in Asheville. When he decided to establish the First National in Asheville, he moved to the city and later on the advice of Mr. Vanderbilt, built a house located centrally between Azalea, Kenilworth, Victoria, Biltmore & Asheville. It later became known as *Cedar Crest.*
9. Starting in 1890, visitors arriving at Biltmore station were met by carriages from Kenilworth Inn that had been erected just above for that purpose.

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1. Like his father, young "Tommy" was educated at Harvard and Oxford. After helping win the international cup from the British in 1921, he became the toast of Anglo-American sporting society. On December 15, 1928, he married into the Mellon family of Pittsburgh, a relationship that made headlines in the society pages, and at the bottom of the Depression became a partner in the investment banking firm of Lehman Brothers. He worked in Wall Street, Southampton, L.I., and London.
2. He visited friends in Montford, rode horseback and played golf at both Asheville and Biltmore, visited Linville and Highlands. The epitome of romantic derring-do in heady days of *Lucky Lindy,* he enjoyed challenge. In addition to polo, he excelled in six other outdoor sports, was sometimes compared to Douglas Fairbanks or Errol Flynn. While commanding a fighter plane group during the second war, he was killed in a plane crash at Salisbury, England. 4-19-44.
3. The senior Hitchcock's father was a noted lawyer, author, and journalist. Called the mother of American polo, his daughter-in-law organized the great Meadowlarks team at Westbury, L.I., N.Y.

FOUR

ORGANIZING THE LINKS

The father of golf in Asheville grew up on Patton lands along the Swannanoa at a time of transition from the old society...of Scotch-Irish pioneers based on land and trade...to a new society influenced by Charlestonians but increasingly dominated by Eastern capitalists.

After schooling at Ravenscroft, young Cheesborough attended the University of Virginia and was graduated from its School of Medicine. He married an affluent widow, Emily Herrick, and they went to live in Scotland where he enrolled in the School of Medicine at the University of Edinburgh. Receiving a second degree, he returned home to become a pulmonary specialist, then the city's leading medical specialty.

While a medical student at Auld Reekie, he often made the 35-mile trip to St. Andrews, cherished cradle of golf. There he played the historic Old Course of the Royal & Ancient, established before 1754. He became familiar with great traditions of the game. The Royal Burgess Golfing Society had been founded before 1735 and the Honorable Company at Edinburgh Golfers had been in organized existence before 1744.

After his return to Asheville, the new "chest doctor" was ready to play. Fresh out of college, he was the youngest and most enthusiastic of the downtown social group. When the hunt club was formed, he arranged to have it named after the "nymph of beauty" along whose tranquil waters he had come into the world. He became one of the first masters of hounds and he recruited additional members. Meanwhile, he continued to practice with his Scottish club but as to testing his skills on the links, no course was available.

As it turned out, a Scot named Angus McNorton had already introduced the game to Asheville. He practiced strokes on vacant ground near Sulphur Springs and was then joined there by Dr. Cheesborough and an enthusiastic friend named Joseph J. McCloskey. There were discussions about the significance of golfing in general. As the genial doctor was probably aware, informal variations of the game had come much earlier and there were golfing clubs in Charleston & Savannah dating back to the 1780s.

In the venerable history of the game, however, no championships had been recorded until the British Open was held at Prestwick in 1860. Then in 1873, the Royal Montreal Golf Club was formed on this side of the Atlantic. And in 1887, the first permanent golf club in this country was founded at Foxburg, Pennsylvania. Tom Cheesborough had simpler things in mind at the time but he was on his way to inheriting the mantle of his medical partner as the city's unofficial social organizer.

After the Spanish-American War broke out, he followed his relative, the other one named Thomas and Patton, into the service, entering the army medical corps, perhaps the most necessary branch of the army in that basically naval conflict. After U.S. entry into the world war, he again

volunteered and at the end was assigned to the new hospital in Azalea, by coincidence coming back to this same small corner of the world, virtually within walking distance of his old home.

The year 1894 was a significant turning point. The British Open was held on English soil for the first time. The first unofficial U.S. Open was held at the pioneer St. Andrew's Club in Yonkers, N.Y. On December 22, the U.S. Golf Association was organized. And the national amateur championships, both men's and women's, were held the following spring. Thus the forthcoming opening in Asheville matched the beginnings of tournament play in the United States.

It was the start of a unique chapter in major American club history, one that over the next four decades would see most of the game's recognized masters play the city's three leading courses. Names such as Anderson, Smith, Ross, McDermott, Travis, Travers, Sweetser, Evans, Walker, MacFarlane, Farrell, Little, Armour. And eventually that superb trio of all time, the great "moderns" Hogan, Snead, & Nelson. And it all began with riding to hounds from that celebrated downtown hill one Saturday morning on the way to the springs.

The Henry House on Battery Park Hill (hotel grounds) was club headquarters, an attractive building with checker, chess & whist rooms. Mr. McCloskey became the club's secretary & treasurer and large groups of both men and women mounted and rode out on trips to Sulphur Springs. They began noticing a nice area of ground about a mile to the east near Strawberry Hill. The place Mr. McNorton had chosen for his practice. Land was acquired and to complement the city club house, a country club was erected.

Here Cheesborough & McCloskey arranged some crude golf holes and many members took up the game. McCloskey then laid out a simple but proper course nearby and construction of both links and tennis courts began in late 1893, one of the first such in the South. Then on November 6, 1894, subscribers signed articles of agreement and links were made available for informal use. Work was suspended during winter months, however. On January 28, the name was changed and the group incorporated as Swannanoa Country Club. In late April, work was resumed and links given finishing touches.

Fellow members Martin & Winans were recruited in a foursome, which gave an informal demonstration to some confused or bemused onlookers. The following day, Friday, June 7, the "links were opened to a curious public." Persons of all ages were seen in carriages and the electric line ran special cars filled to seating capacity. The throng was impressed. Members of the foursome were back, dressed in correct golf costume of flannel cap, shirt, & knickerbockers, with long grey woolen stockings. Shirtsleeves rolled up, this being considered important "for no one may expect to attain any brilliancy as a player unless his sleeves are rolled to exactly one inch above his elbows."

In late 1896, membership gave up hunting, other clubs were formed for that purpose, and attention was devoted to golf. Once the game had taken hold, other residents wanted to participate but the idea of having to cross the river to do so drew resistance and a new site was sought. By now, Dr. Von Ruck's land holdings had become the location for his new sanitarium but he was persuaded to make part of them available. The following year, another nine-hole course was built there, running in a northeasterly direction through Woolsey Dip toward the Kimberly lands.

With availability of additional land limited, however, commitment to further investment was found imprudent. As membership continued to grow, interest in getting a better location grew with it. Consideration was given to possibility of moving in the direction of Sunset Mountain, northeast

across adjacent Kimberly farmlands. Plans for the Manor were then underway and the idea of having a new clubhouse nearby was appealing. At this point, Mr. Pack, a fellow member, offered to make a 100-acre tract available, a fortuitous circumstance.

Starting at the creek, the property was several hundred yards upstream from the existing course, right in line with their thinking, and within walking distance of plans to develop Albemarle Park. The land had a house on it and it was immediately converted to a clubhouse. Beginning in Edgemont Park, Manager McCloskey laid out still another nine-hole course without professional assistance. By this time, he had a lot of practice and although incomplete, the new Swannanoa Country Club & Golf Links were opened in February of 1899. The Manor was opened the following January and after links were completed, the club was used by some guests & residents of Albemarle Park, also known as the Manor Grounds.

In 1905, a new clubhouse was erected a little further up the slope and the electric car line extended from The Manor gate house straight out Charlotte to the club. It became known as the Charlotte Street Extension. Two stations were established there, one by the city transit company, the other by the Howland suburban lines, for transfer to Grace & Weaverville as well as Sunset & Overlook and other destinations then in the planning stage. Then in 1909 additional property was acquired, the course extended to 18 holes, and the name changed to Asheville Country Club.

Opening of Grove Park Inn in 1913 provided a linchpin in development of the area between Merrimon and the ridgeline, building on earlier development of Charlotte Street and Ramoth. Grove Park. The Manor, Albemarle Park, Edgemont Park, Proximity Park. Norwood Park. All coming together with a championship golf course. On December 19, 1906, the Asheville Rapid Transit Company proposed to build a new rail line via Lexington from the old Grand Central to the golf club in competition with the first two.

Then in the early Twenties, Mr. Jackson established Kimberly Avenue through to Beaverdam. In 1925, Griffing Boulevard completed the pattern at the crest of the rise known as Kimberly Heights. Throughout this period, the game of golf was the attraction that gave status to residential neighborhoods. The man who had the most lasting impact on Asheville country club life was not known as a player, however, but an architect. His name was Donald J. Ross and he was as Scottish as the *haggis*.

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Son of a Dornoch stone mason, Mr. Ross was born in Sutherland on the Dornoch Firth, which forms a boundary with Ross & Cromarty in northern Scotland. He learned the golfing business at St. Andrews and elsewhere, before emigrating to America at the turn of the century (late 1899) as professional director & club manager. Thus began his remarkable career in the year in which the Asheville course was opened at its permanent site below the Sunset slope.

Within months of his arrival, the golf master established winter headquarters at Pinehurst. He held positions at a number of Eastern clubs, many of them new on the scene, and in the course of his work began redesigning layouts in his spare time. Eventually he was able to raise American standards to a level approaching that of his native land. During summer vacations, he started visiting the Asheville area and played the links. In 1913, he attended the opening of Grove Park Inn and discussed possibilities of redesigning the course stretching out below the great stone walled terraces there.

Club governors persuaded him to come to the city immediately and undertake the task as highest priority. They were so impressed with his work that he was advised to forget regular duties for the time being and devote full time to architectural design. Upon completion of this commission, he did exactly that and went forward on that basis. Returning to Pinehurst, he began design of several courses there, including redesign of championship course #2, founded in 1901. This superb work was so successful that many believed the 6,879-yard result to be the finest course in the world.

Ross was a staunch Presbyterian who exhibited all the traits associated with that social and work ethic. In Asheville, he returned to design the Biltmore course, followed by Beaver Lake and then the municipal layout along the Swannanoa. He described Beaver Lake as his masterpiece. At 639 yards, the 13th hole there was believed to be the world's longest but it was also esthetically pleasing. To attain perfection, he redesigned the course and continued to design others in state & nation. When his life career was over, he had designed, redesigned or modified an estimated 700 courses.

Along the way to this astonishing accomplishment, America's foremost course designer became honorary president of the Society of Golf Course Architects and a permanent & honored resident of Pinehurst.

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In Asheville, many newcomers began play after the course was redesigned. Not only that but their imaginations were stirred that summer when 20-year-old Francis Ouimet scored his National Open upset in Brookline's historic playoff against the English lions, Vardon & Ray. First Scots and then British (Scottish & English) had dominated the game. Harry Vardon won six British Open championships between 1896 & 1914.

The greatest impetus to the American game came at Brookline, a residential section of metropolitan Boston and home of one of the three oldest clubs. An unknown former caddie there, amateur Ouimet (pronounced *we met*) tied the professional British team at the end of regulation 72 holes of play and went on to become the national sports hero with 72 vs. 77 for Vardon and 78 for Ray.

From Ouimet's dramatic victory to the end of the era in 1930, the great Walter Hagen was a prime factor in golf, both in Asheville and elsewhere. Jim Barnes won the Asheville Open in 1920. Not until the following year, however, did an American representative, Jock Hutchison, break through in the British Open, and he too learned the game in Scotland. He was another Asheville tournament champion. Other Americans played on a par with the British. But the greatest of them all, Bobby Jones of Atlanta was a frequent visitor to Asheville and it is appropriate & fitting that he serve as a closing epoch. He came to Biltmore on his honeymoon and the city never lost its appeal for him.

After learning how to curb his temper, Robert Tyre Jones dominated the game from 1923 to 1930 as no other. He won the U.S. Open, his first major title. In 1930, he accomplished one of the most celebrated feats in sporting history by making the Grand Slam, winning both British and American open & amateur titles in a single year. He retired at once, having won 13 national titles in the two great golfing countries.

The opening at Biltmore brought demand for a new clubhouse and its opening brought demand for a public facility as well. The Beaver Lake course was already in operation. In 1926, the old frame structure at Grove park was replaced by a charming Norman-style building. Beautifully

situated in front of Grove Park Inn, it afforded a view from its spacious terraces rivaling that of Biltmore, including a few rising outlines of taller new buildings.

Spurred to take action in these days of expansion, the city acquired land for public purposes near intersection of Black Mountain & Charlotte highways. On the day that Lindbergh flew solo to Paris...May 21, 1927...the Municipal Golf Course was officially opened. And at Sulphur Springs, the old original course there became part of a new Malvern Hills residential development.

Senior members of the senior club had much to remember. And those who had not forgotten the past in the excitement of new developments could relax in this splendid setting to consider that it had all taken place over an eventful span of 35 years.

Endnotes

1. Azalea railway station was named after the Trescott-Patton house.
2. After the hospital was turned over to the Veterans Administration, Dr. Cheesborough did not fully resume his private practice. As control of tuberculosis was strengthened, he devoted more of his time & energies to organization of social affairs.
3. In later day terms, it could be described as being about 200 yards from the northeast corner of Sand Hill & Shelburne roads.

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1. Origin of the game has disappeared in antiquity. When James VI of Scotland succeeded Queen Elizabeth on the English throne, his Scottish train played on *Blackheath.* It was an exotic, however, and remained the only organized club south of the Tweed for 250 years. In the 17th century, the game was espoused by Charles I.
2. The Calcutta Golf Club of India was established in 1829 and the Royal Bombay Club in 1842. Another club was in full vigor at Madras at a somewhat later date. Other clubs were established in several parts of the Empire.
3. In its native land, the game was as democratic as Scots themselves. All classes of society participated so generally that any village in East Lothian could be sure of competitors, from village cobbler to laird of the neighborhood.

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1. At turn of the century, standard kit of clubs consisted of driver, brassie, cleek, mid-iron, mashie & putter. Variations included such as the spoon, driving mashie, Taylor mashie, lofter, cran-cleek, hollow-faced cleek, jigger & niblick, the latter for playing out of sand or long grass.
2. The ball was made of *gutta-percha*, having a diameter of 1.75 inches and weighing from 26 to 28 pennyweight. It was "swept away" rather than struck as in later fashion.
3. The Americanized "caddy" was adapted from the Scottish military *cadet.* Those who served in Edinburgh as high grade errand boys (during off-duty hours) were referred to informally as *caddies.* The term was then carried over to any young man who carried a set of clubs or other paraphernalia for an older player unable to carry his own without undue effort.
4. According to a contemporary report, the match game "afforded many criticisms and much amusement (for) spectators to whom mysteries of golf are unknown."

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1. Links were laid out on grounds of luxurious Mountain Park Hotel at Hot Springs in February of 1895. The Linville club was actually organized by Scottish MacRaes of Wilmington in 1892. At one point, there were two courses, old & new.
2. Courses at Linville, Blowing Rock, Boone, Sapphire, Highlands, & High Hampton became popular, with temperatures seldom exceeding 80 degrees.
3. Additional land was sub-leased from various butchers. Cattle roamed parts of it and animal rendering operations produced undesirable effects. Slaughter pens can be obnoxious. Since players were considered to be among the cream of society, this prompted a satirical observer to remark that it appeared to be "a case of casting pearls before swine."
4. A small but comfortable club house for the "Winyah course" was built west of No. 412 Merrimon.
5. When the name was changed, a business office was established on the second floor at No. 12 Church Street north of the Presbyterian church, a convenient location for Scots.
6. On Christmas Eve in 1898, a five-year lease was executed. It continued during his lifetime for a modest sum but in February of 1907, the land was sold by the executor of his estate to C. V. Reynolds, D.C. Waddell, & C.C. Millard who offered it to the club.

7. The second annual Southern amateur championship event was held there in May of 1903.
8. After the new building was opened, the old house was moved up the south slope by Mr. Millard to No. 81 Edgemont Road for use as his private residence, continuing in use.
9. The term "links" originated on seaside courses of Caledonia (Scotland) where the shoreline was irregular and full of small indentations, like links in a chain.

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1. In 1915, the first annual invitational tournament was held. It drew 128 entries in eight flights. Judge Adams, chairman of the board of governors, acted as chairman for the event as well. Entrants competed for the Vanderbilt Cup, donated by Mrs. Vanderbilt, an active member.
2. Held in March every year (1917-22) until the Biltmore club opened, the Asheville Open attracted many outstanding golfers.
3. In the inaugural event, Gil Nichols set a world record for 72 holes with 277. The following year, Jock Hutchison broke the mark when he birdied the last two holes in a pouring rain, sinking a 20-foot putt with final stroke.
4. Young Gene Sarazen, then starting to challenge established champions, placed second by a stroke in the 1922 event.
5. In 1923, the joint Asheville-Biltmore event attracted national attention. Continuing in March, the first 36 holes were played at Asheville, followed next day by the final 36 at Biltmore. Walter Hagen won.
6. The course at Beaver Lake was opened to the public on August 27, 1932.
7. The new Asheville clubhouse was dedicated on June 29, 1926.
8. All sites except the last had a street railway station and Sulphur Springs was also a station (flag stop) on the Southern Railway west of the city, a line known locally as the "Murphy Branch." It served many classes at Asheville School for Boys.
9. Present for the municipal opening was a young new employee of the city's parks & recreation department, J. Weldon Weir, who would guide the city's affairs & fortunes for half a century.
10. The clubhouse was located at the springs. The course was opened to the public on April 1, 1927.
11. Subscribing to articles of incorporation were S. Westray Battle, Theo. F. Davidson, Henry M. Steele, Jos. S. Churchill, Jno. A. White, Baron Eugene d'Allengh, J. Edw. Rumbough, Otis M. Coxe, Duff Merrick, Thos. P. Cheesborough, W.W. West, T. Wilson Sharpless, M.B. Wilkinson, W.B. Roseneau, John Childs, Wm. D. Hilliard, H.E. Heintsh, Geo. E. Kirkhouse, S.C. Courtland, W.R. Penniman, Jas. P. Sawyer, Oliver Rutledge, Robt. W. Bingham, J.W. Sluder, J.G. Merrimon.
12. Subscription date was November 6, 1894; articles amended October 30, 1907.

West Asheville Newspaper Articles

Articles from 1894 to 1899

SATURDAY EVENING, JANUARY 13, 1894

LIFE IN THE OLD BOARD.

SOMETHING ABOUT ALDERMEN MEETINGS.

Some Unusually Plain Talk Between E. G. Carrier And Alderman Jones—The Market House Comes Next Causing a Tie.

Alderman J. M. Gudger was the only Alderman that was not present at the yesterday afternoon meeting which was one of the liveliest that the Reformers have held, and which went along with a "zipp" that at times caused things to generally whiz. The missing member was present at minute reading but was called away soon after.

The debt of the city to the West Asheville Improvement company for street lighting was an early topic of consideration. Readers of THE CITIZEN will understand this case if they have kept track of the doings of the Board. Quite recently the parties to the difference got a step nearer together and it was promised E. G. Carrier president of the company, that part of the money should be paid him soon. Mr. Carrier appeared at yesterday's meeting and inquired as to whether he might get a payment on account. Mayor Patton explained that the matter was in the finance committee's hands for report, and that as Mr. Carrier had made no return or statement as to his business in the city the committee could arrive at no idea as to the tax which the company is due the city, which was to be deducted from the bill, and that a report could not be made until some such statement was rendered.

Mr. Jones—Why not hear that statement now? and maybe we can arrange to pay Mr. Carrier something.

The Mayor—Because one of the members [H. Redwood] of the committee is not here.

Mr. Carrier—As I understand it, he is not a member of the Board of Aldermen at all.

A Member Still.

The Mayor—But he is a member of the finance committee, and an active member.

Mr. Carrier said his company had made no return of taxable property in June because at that time there was little or nothing in the way of their incandescent system for taxation. Moreover, the city in its special levy charged the West Asheville company twice as much, the speaker said, as the other electric company was charged. His company would not object to paying any equitable tax.

Mr. Jones—Well, it is not right to discriminate.

The Mayor—But it is not discrimination. The one company is located out of the city and pays no other tax here while the other pays all its tax here.

Mr. Starnes Grows Facetious.

Mr. Starnes—Does the Board collect taxes now? Has Mr. Fagg asked the Board to take charge of this matter? I think we ought to pay Mr. Carrier something if we can do so.

Mr. Westall thought that in justice to Mr. Carrier the Board ought to pay what it could on account. The Mayor then suggested that $1,000 be paid. Mr. Gudger caught the idea and moved the payment of that amount. The motion was carried.

This having been disposed of the Mayor showed last month's lighting bill of the company, which bill was not itemized. He submitted that the finance committee could do nothing with the bill in that condition. The lumping of the bill was explained by Mr. Carrier, he claiming that in making up the former bills, deductions for poor lights were made; then, on top of this the finance committee made deductions to accord with the chief of police's report, virtually, according to this statement, amounting to a double deduction. To avoid this the lump bill was rendered.

Mr. Jones about this time remarked that Mr. Carrier seemed to think the city wanted to take advantage of him.

Plain Talk, Certain.

Mr. Carrier—It not only wants to; it has done it.

Mr. Jones (warmly)—You are very much mistaken, sir. My knowledge of these gentlemen with whom I am associated assures me that they are all anxious to do you full justice at the same time protecting the city. You are too suspicious. If you will come up fairly and squarely, I am sure it will not take long to get a settlement of the matter.

The Mayor—Gentlemen, I suggest that this discussion end here.

Mr. Carrier drew from his pocket a paper, seemingly a copy of the finance committee's report soon after the advent of the Reformers to the effect that no contract could be found between the city and the light company. He asked:

"Is not that enough to make a man suspicious?"

Mr. Jones—I signed that report. No original of the contract was found, but a copy of the contract.

Mr. Carrier—The contract was in the hands of the former city attorney.

Mr. Jones—It was your business to bring it here. Your withholding of the data at that time left the impression that you were afraid to trust the Board of Aldermen, which is not the proper spirit to show. I confess that when that report was made I was inclined to think you were trying to practice fraud. Your whole conduct before the Board at that time was such as would arouse a suspicion in the breast of any man that you were practicing a fraud upon the city.

In closing his exceedingly plain talk,

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In closing his exceedingly plain talk, although he was seen to be talking with the intensest earnestness, Mr. Jones disclaimed any feeling in the matter and said some good things about what Mr. Carrier had done for this section.

Mr. Carrier, during this very unusual [illegible] made to what under the words of Mr. Jones, gave little evidence of it in his outward expression. He explained that he had been misunderstood as to the "advantage" the city had taken of him. The advantage he meant was in the apparent double deduction for imperfect lights. And thus the incident, an almost unprecedented one in the history of the staid old City Dads, passed.

Asheville Daily Citizen January 13, 1894

1493

AT CARRIER'S.

Races At The Track Friday Afternoon.

Among the racing events at Carrier's track Friday afternoon at 4 o'clock will be a half-mile bicycle race. The entries are Thad. W. Thrash, John S. Pleasants, Eugence C. Sawyer, J. Marshall Heizer, T. A. Griffith, J. W. Blair and Jas. Q. Stikeleather. The racing board of Asheville's Cycle club, composed of Nat. S. Rogers, Clarence Sawyer and E. E. Eagan, will meet in the Hotel Berkeley this evening to decide as to the prizes and details of the race.

Engineer F. E. Rice is surveying the Allandale Field with a view to establishing a bicycle track there by arrangement between the Baseball and Cycle clubs.

Asheville Daily Citizen May 2, 1894

TUESDAY EVENING, MAY 8, 1894

THE REFORMERS WIN IT

THE MAYOR AND A MAJORITY OF THE BOARD.

With Him the Entire Reform Ticket Goes In By a Good Majority—Bond Proposition Lost—Pearson's Campaign Expense.

233.

Lest there should be some who do not yet fully understand the meaning of those three figures, it should be stated that they represent the vote by which the Democratic ticket was defeated in the municipal contest yesterday.

Thomas Walton Patton was reelected Mayor of Asheville for a year and carried with him Henry Redwood, Wm. A. Blair and Fred A. Hull, the Aldermen on the Reform ticket.

The Democrats realized in the afternoon that the "goose was cooked," and only waited to hear the majority. The full vote by wards for the various candidates and on the funding bond proposition was as follows, as announced by Chairman West at the First ward polls last night:

CANDIDATES.	1st	2nd	3rd	4th	Tot.
Patton	341	197	264	246	1069
Martin	148	151	200	316	815
Low	148	156	200	320	824
Rough	145	151	200	319	815
Sevier	153	158	210	321	842
Hull	339	199	279	237	1045
Redwood	339	197	284	245	1065
Blair	336	191	275	243	1045
Approved	439	336	432	506	1713

When the result had been announced there were loud calls for the mayor, who in response thanked the Reformers from the bottom of his heart for what they had done for him; reasserted his belief in the virtue of a business administration of a city's affairs, and then told all to go home and get a good night's rest, which all needed after the day's hard work.

It will be seen by the figures that the mayor led the Reform ticket, while Mr. Sevier led the Democratic ticket. The funding bond proposition needed 1016 votes to carry, but received 1713 and would have received a larger vote if there had been workers for it at the polls during the entire day. Of the registered vote 92½ per cent. was polled.

The crowd on the streets was unusually small and quiet last night.

It having been rumored about the streets that Richmond Pearson had put money, generally said to be $1000, into the Reform campaign yesterday, and the rumor having come to the ears of Mr. Pearson, he came to THE CITIZEN office today and made a statement of his actual expense, as follows: $10 subscription to campaign fund; $17.25 for blue ribbons; 5 cents for two glasses of lemonade for himself and Wiley Shook; total, $27.30.

The newly-elected officials will be inducted into office on the third Monday in May at noon.

In West Asheville.

The Democratic ticket in West Asheville was elected yesterday by a small majority. There were three tickets in the field. The vote for Mayor was as follows:

S. D. Hall	49
W. E. Logan	47
Joseph K. Dorrell	7

For Commissioners:

Wm. R. Howard	56
Geo. W. Starnes	46
N. Plaumadon	57
Thos. C. Jarvett	52
J. Berkeley Cain	56
R. M. Denver	56
George W. Starnes	47
F. Warren Clapp	44
Calvin Wells, col.	45
Will A. Greenlee, col.	45
A. Ripley Clarke	45

Asheville Daily Citizen May 8, 1894

FRIDAY'S RACES.

They Will Begin on Time at Carrier's Track.

Races will be the attraction at Carrier's track, Friday afternoon, and the start will be made at 4 o'clock. The managers are determined that there shall be no delay in beginning this time and no waits between the events. The entries up to noon today are:

First race, running, half mile heats, two in three—Fannie, entered by Ernest Hollingsworth; Helen Gray, Dan Sevier; Ruby, Jack Rumbough; Lightfoot, Ceph Blanton.

Second race, trotting, half mile heats, two in three—Reformer, C. D. Blanton; Plowboy, J. W. Rollings; Buncombe, J. F. Woodbury; Raven, Dick Weaver.

Pony race, ¼ mile heats—Tibbitts, Tom Doggett; Lex, Pete Sevier; Pearl, Eugene Muller; John, Gray Stikeleather; Fannie, Caney Brown, jr.

The entry book is at the Asheville Clothing company's store, South Main street, and will close at 6 p. m. tomorrow. The admission to the race grounds will be 25 cents, and no extra for the grand stand.

Asheville Daily Citizen May 9, 1894

W. A. & S. R. CO. WINS.

The Parallel Tracks Case Decided in Its Favor.

A telegram received by Maj. Chas. M. Stedman, attorney for the West Asheville and Sulphur Springs Railway company, states that by the opinion handed down by the Supreme court this company wins the suit that was appealed to the higher court by the Asheville Street Railway company.

About two years ago, when the W. A. & S. S. road's uptown branch was being constructed it paralleled the track of the Asheville company on Depot street, between Bartlett and Southside avenue, and on Patton avenue between Bailey and the street running in rear of the government building. The Asheville company disputed the other company's right to do this, and obtained a restraining order. The matter was heard at Bryson City by Judge W. A. Hoke, who dissolved the order and refused the injunction. The case was appealed by the Asheville company. The higher court's opinion affirms the decision of Judge Hoke.

Asheville Daily Citizen May 23, 1894

CYCLE CLUB'S RACES.

The First Will Be Run at Carrier's Tomorrow.

Tomorrow is expected to be a great day in the annals of Asheville's Cycle club, and it will be the more so if the Asheville people show their appreciation of wheeling in the substantial manner in which they usually do.

The first races under the Cycle club's auspices will be run tomorrow at Carrier's track, beginning promptly at 4:30 p. m. The events on the card include a mile novice race; a mile race, 2:30 class; a half mile boys' race; a mile open race, and a half mile consolation race. The races will be in charge of the club's racing board, E. E. Eagan, Nat. S. Rogers and Clarence Sawyer; Timers, C. E. Henderson and W. D. Gash; starter, Clarence Sawyer; judges, A. M. Field, L. P. McLoud and Nat. S. Rogers; referee, E. E. Eagan.

Cars on the W. A. & S. S. line will leave the depot for the track at 4, 4:15 and 4:30 o'clock. Entrance, including grand stand, 25 cents.

Among those entered for two of the best races are, Messrs. Moody, Heizer, Sawyer and Pleasants, and these races promise to be especially good.

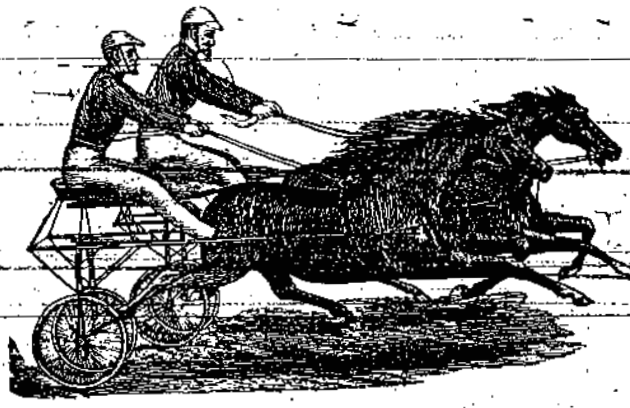
At the conclusion of the races Mr. Heizer will give an exhibition run of a mile, without handle bars.

Asheville Daily Citizen June 12, 1894

RACES AT ASHEVILLE

JUNE 21 AND 22, 1894.

Open To The World!



$540 IN PURSES OFFERED $540

Grandest Racing Event ever witnessed in Western North Carolina. Twenty to 25 entries of Standard and thoroughbred horses from Tennessee, Virginia and Eastern North Carolina.

French Broad Fair and Racing Association.

Asheville Daily Citizen June 18, 1894

150

RACE TRACK NEWS

Horses For This Week's Events Still Coming To Asheville.

Turf men are agog over the races of the French Broad Fair and Racing association to come off at Carrier's track Thursday and Friday afternoons. The owners of the runners and trotters already here are pleased with the accommodations and the condition of the track. John A. Williams, jr., will wield the starter's flag, A. M. Field will time the racers, and the judges will be Acting Mayor Hull, Maj. H. C. Hunt and Erwin Patton.

Gen. John Rutledge came in yesterday from Sweetwater, Tenn., with four horses that will try for the prizes. Some time during last night, while the car was standing on the side track, a switch engine gave the car a hard jolt and Barenoff was cut on the thigh. Duke of Kent and Alto were also hurt, but it is thought none of the injuries are so serious as to prevent them from taking part in the events on the card.

Two horses came in this afternoon from Greenville, S. C., and T. Banks Holt of Graham, N. C., shipped two horses that will arrive tomorrow. It is expected that all of the 22 horses looked for will be in tomorrow. Prince Lenoir is in good form and will be in the races.

The races will be called promptly at 4 o'clock. The grandstand has been newly covered and if it should rain it will not inconvenience the spectators. The races are [illegible] Cars will run between the depot and track every 15 minutes, and visitors can connect with them by taking cars on either line from uptown.

Asheville Daily Citizen June 18, 1894

SECOND DAY'S RACES

Another Sporting Day at Carrier's Track.

The sporting world was out in large numbers yesterday to see the second day's races by the French Broad Fair and Racing association at Carrier's track. The track was a little soggy throughout, which increased the time, but the nags got down to their work in good form and there was not a hitch in the program from start to finish.

The first event was a half mile dash, three entries, Kepler's Little Tom, Mears' Jenny Lind and Pearson's Fannie, two, best out of three. Little Tom won first heat by two good lengths in .52, with Fannie second. In the second heat Little Tom won again in fine style in 60 1-5. Fannie was the favorite in the first heat, but Little Tom's blood told.

The trotting race, mile heats, best two out of three, had three entries, Perry's Lex, Blanton's Frank and Conway's Reckoner. It was won by Lex, first heat 3.03 4 5 second 3.03, with Frank second in first and Reckoner second in second heat. Both Reckoner and Frank were outclassed by Lex.

The running event of the day was the five-eighths of a mile, heat, two out of three, with three entries, Holt's Bias, Fleetwood's Duke of Kent, and Booker's Mill Boy. Bias was the favorite, and won first heat by one length from Duke of Kent in 1.12 1-5. Mill Boy was distanced. In the second heat Bias won in 1.18 1-5.

There were five entries for the hurdle, one mile dash: Battle's Swannanoa, Deane's Daisy, Reynold's Prince Hollings, Lowe's Peacock, and Mahon's Volunteer. Volunteer was the favorite, and won in 2.15, with Daisy second and Prince third. Prince did good work, took the hurdles in fine style, and came under the wire ahead on the half mile, but lacked staying qualities. Peacock fell at the first hurdle, rolled over his rider and turned up all his toes, but fortunately neither horse nor rider were hurt. Swannanoa refused to pass the entrance and was distanced.

The last event was the half mile dash, three entries, Coxe's Dan, Ferguson's Gaiety and Sevier's Prince Lenoir. Prince Lenoir won in great shape in .58 1-5 with Gaiety second. Prince Lenoir is an Asheville horse, a fine runner, and will win money.

The association has already made arrangements for other important events in August, with purses sufficiently large to draw some of the best horses in the country.

Asheville Daily Citizen June 23, 1894

THE GLORIOUS FOURTH.

There Will Probably Be a General Closing Here.

The Glorious Fourth, Young America's greatest day, is almost here—in fact it will be here tomorrow, and Y. A. will no doubt celebrate to his heart's content. Custom has changed greatly in Asheville in the past few years as regards the observance of the Fourth. Ten, or even five, years ago, little attention was paid to the national holiday, whereas now there is nearly always an almost general suspension of business and closing of stores. Tomorrow will likely be no exception to the rule. There has been no agreement as to closing, but is more than probable that the business houses will be closed. Wm. Kroger and G. A Greer announce in THE CITIZEN today their intention to close.

Those who take the holiday can have all the enjoyment they desire by witnessing the morning and afternoon games at Allandale, or by going on a picnic into the country over the street car and dummy lines.

The revenue office will be among those to observe the day.

At the postoffice tomorrow the general delivery window will be open from 8 to 8:30 a. m., and the carrier's window and general delivery will be open from 7:30 to 8 p. m. The stamp window will be open from 8 to 8:30 a. m., and from 7:30 to 8 p. m. No money order or registry business will be transacted.

In response to a request from the renters in Central market, that institution will be closed tomorrow.

In order that the day may be marked by a really notable event THE CITIZEN will not appear again till Thursday.

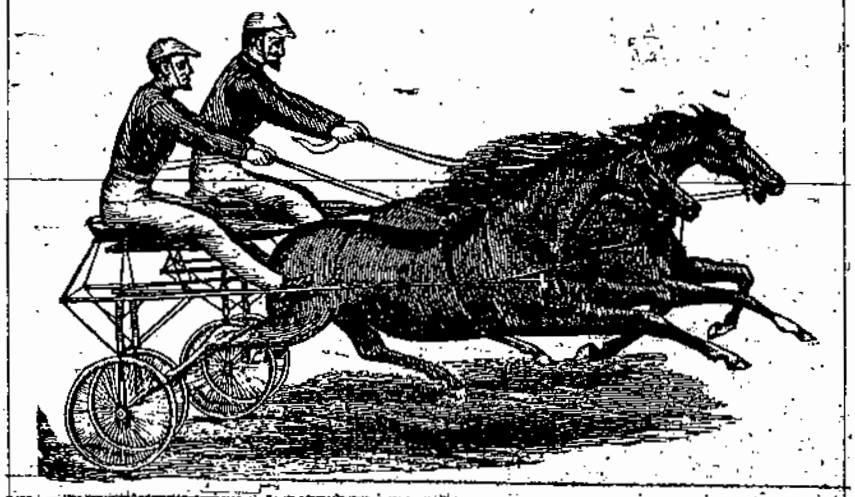
Asheville Daily Citizen July 3, 1894

French Broad Fair and Racing Association.

RACES.

August 14, 15, & 16.

CARRIER'S TRACK, SULPHUR SPRINGS RAILROAD.



The offer of liberal purses has brought to Asheville the best array of horses ever seen in the State. There are now at the track a larger number of first class horses than could possibly have been expected, and the accommodations of the track will be well filled; the horses taking part are the equals of those seen on race tracks of great pretension and reputation. These races will be exciting and interesting.

GO TO THE RACES!

Asheville Daily Citizen August 14, 1894

SPORT OUT AT CARRIER'S

EYES ON THE FIRST DAY'S CARD.

Beginning of the Three Days' Meeting of the French Broad Fair and Racing Association at Carrier's Track Yesterday.

The August meeting of the French Broad Fair and Racing association was opened at Carrier's track yesterday with representative fliers present from a score of stables whose owners believe that right here is the place for the summer work of racing stock.

The association has accomplished wonders in the improvement of the track and many details have been added since the former meeting for the convenience of the patrons of the turf. Captain H. C. Maddux, a keen lover of racing matters, an owner of flyers of high degree, and whose string is stabled at the track, was seen by THE CITIZEN and the jolly owner became enthusiastic as he dilated on the possibilities of Asheville as a favorite racing point. Among other kind remarks Captain Maddux said:

"If there is a good track made here I see no reason why Asheville should not be one of the best racing points in the South. I have been with my string at all the fairs and occasions of racing sport all over the South and I never received as much courtesy and attention as I have in the short time I have been here. I like the looks of the people who are in attendance here; they are well dressed and appreciative, and if they will stick up for straight honest racing the Asheville association is bound to succeed."

Col. W. B. Wray, secretary of the Reidsville Racing association, has some winners at the track at the present meet and the Colonel in remarking on the situation in this county said: "Nicest country in the world; what has been done this afternoon shows that the horses can make the finest kind of speed and the climate is excellent for the stock. There will have to be a better track, in my judgment, and better stables are needed. When these prime necessities are provided the racing here will be simply splendid."

Beautiful weather plunged on the trials of the thoroughbreds and the limbering sunshine set the card a clinking pace that finished out in exhilarating and speedy runs.

The first race was a mile trotting, 3 in 5 heats, 3-minute horses, for a purse of $75. The starters were Lex, b. h., owned by C. G. Richy of Seneca, S. C; Reckoner, bay stallion, A. P. Conway, Bristol, Tenn; and Lupine, brown stallion, L. B. Sloan, Asheville, driven by J. C. Conway. The heats and race were Lex's gift, the big fellow winning with greatest ease in 3, 3:03, and 2:54. Reckoner won second place.

The pony dash of a quarter was ridden by Pete Sevier on Lex, Alex Hemric on Texas Prince and Spears Reynolds on Dolly. The boys cutout for a drive from the start and cleverly worked for the rail from the upper turn. Little Pete beat out the company and passed the wire winning the purse, $15, in 27-1-5, Texas Prince a close second.

The novelty, mile dash, purse $100, $25 per quarter, had at the post the b. g. Baranoff, Dan Sevier, Asheville, with Archmand up; Parapet br. m., N. P. Bacon, Loudon, Tenn., (Brazzleton); Miss Bess, b. m., H. C. Maddux, Marshall, Va., (Moore). Baranoff cantered past the stand in a close reefed hood that was to be pulled when the beast got in the running. For a time the ugly tempered brute reared and plunged to circus business and as the string lined up to break away the blindfolded runner banged into the rail and in a fall tore down the fence, tumbled his jockey and scattered the crowd to a man. In a twinkling the animal was on his feet hugging the rough guard, leaving patches of his hide, and finally brought up at the bike track where he stumbled and jammed his head half a dozen times in the sand bank before he was caught. The race was won by Parapet in 24, 49, 1.18 and 1:46, Miss Bess second.

Five horses faced the starter for the $100 purse of the five-eighths mile, beats 2 in 3. They were King George, b. g., C. S. Reed, Loudon, Tenn., (Buzzard); Gypsey, ch-m, H. C. Maddux, (Moore); Old Pugh, b. g., John Rutledge, Greenville, (Boat); Byas, s. g; L. B. Holt, N. C. (White); Forest King, s. g., S. J. Schulhofer, Waynesville, (Love). The horses bunched away and gamely fought a pretty race that was marred as the field got into the stretch at the last turn and Forest King stumbled in the loose deep sand, throwing his jockey, Hugh Love, heavily to the ground. Love was carried to the river bank in an unconscious condition and medical assistance was rendered by Dr. E. C. Starnes. The doctor's examination found a badly stunned patient, but fortunately without broken bones. The race went to King George in 1.05, Gypsey second, Old Pugh third.

The second heat of the same race was grandly won by Moore on Gypsey. Moore lost his stirrup a length from start but lammed the pace with the rawhide right into the long-tailed sorrel in a beautiful finish, with Old Pugh a nose behind, in 1.06.

Seven starters boomed the excitement for the half mile dash. Bagpipe, b. g., Gus Coggins, Canton, Ga., (Jones); Gaiety, b. m., G. Ferguson, Winchester, Va., (Moore); Glengarry, b. g., S. P. Condon, Knoxville, (Hale); Prince Lenoir, b. g., Dan Sevier, Asheville, (Archmand); Fiddlesticks, b. g., W. B. Wray, Reidsville, N. C., (Hardaman); Minnie Russell, b. m., L. Bryant, N. C., (White); Zunlod, g. m., H. G. Haney, Lionville, Tenn. The horses were well matched and the [illegible] for the starting[illegible] to get away and the patience of the crowd oozed out in drops as big as small dinner plates. It was a star performance by the jockeys for the nose of advantage and the crowd sweat off its collar in helpless wrath. The sun went down; Starter Williams [illegible] and the race was [illegible] lines in the track, shouted themselves hoarse, led back Glengarry, and whacked their canes over the laggard's legs, but the best they could do with the unruly lot was to get them off in a straggling start and the good Prince Lenoir was badly in the rear. The willing little brown got in the ruck half way around, but the hot rush of the leaders had put them far ahead and the wire was passed with Bagpipe in front, Gaiety second and Glengarry third. Time, 52.

The moon got its big round face over the mountains as the crowd cleared out the call for the final heat of the five-eighths run, but the judges closed the day under the lights and continued the race until today.

The officers of the association were [illegible] the success of the [illegible] days. [illegible] sport of the [illegible] from the [illegible] favor hereafter.

The judges were C. J. Rawls, George Henderson and T. M. Ransom. A. M. Field held the timer's watch, J. A. Williams, jr., was starter and Secretary Sloan adjusted the weights.

The crowd was out early and liberal in numbers, the carriage parties quite evening up the crowd that filled the betting ring and the grand stand. Ed and Mrs. Rumbough had a gay party out on their drag and four, the guests comprising Mr. and Mrs. Tom Garrett, John Seibels, Miss Rumbough, H. T. Rumbough, Miss Ingersoll, Mr. Pemberton and Arthur T. Rankin.

A RUNAWAY TROLLEY CAR

THRILLING RIDE DOWN A HEAVY GRADE

A Crowded Car on the W. A. & S. R. Runs Down Depot Street and Upsets—List of the Injured.

Passengers on car No. 1 on the West Asheville and Sulphur Springs railway had a thrilling ride this morning, the memory of which will be with them for many a day. About 8:16 the car, in charge of Conductor Ed. Sudderth and Motorman J. E. Sulder, started down the heavy grade leading into Depot street. It was heavily loaded, Conductor Sudderth having taken up 42 fares, which did not include a number of children.

A few yards from the point where the road emerges from the deep cut the motorman noticed that the car was increasing its speed, apparently because of the slick track. He tightened the brake, but the speed of the car only increased with each revolution of the wheels. The brake was set so hard that the wheels began to slide and the current was reversed. There was no sand on the car. All efforts to stop the car were futile and it kept on a wild run down to Depot street.

The rear platform was crowded with gentlemen, among them being Dr. C. J. Oliveros, B. J. Alexander, J. H. Stelling and E. F. Witsell. As the car struck the curve into Depot street, at the crossing of the Asheville street railroad track, the speed was so great that one side of the car left the rail and the sharp curve was made on two wheels. It ran this way for perhaps 30 yards when it fell over on its side on the granite pavement.

The scene which followed was one of confusion. Women and children screamed after the shock of the fall had passed. The occupants of the car had been thrown upon each other on the lower side of the car and the seat on the upper side had fallen down upon some of them. All of the windows had been put down, otherwise many of these in the car must have been cut by the broken glass. The motorman, who pluckily stuck to his post till the last, was thrown headlong for 20 feet, striking on the paving. Mr. Stelling was also thrown some distance from the track. Conductor Sudderth held his place and his head admirably. Mr. Witsell, it is said, jumped just as the car struck the curve.

Within a moment after the accident Charles Monday, and others who were near and saw it, ran to the scene, and with the assistance of the carmen and the gentlemen who had made the trip the work of taking the passengers from the overturned car was completed. It was found that a number were hurt although the injuries of most of them are slight. The list of injured follows:

Mrs. Gilbert F. Dawson, Washington, D. C., severe injuries to back and head.

E. F. Witsell, Charleston, S. C., arm and leg broken.

Dr. C. J. Oliveros, Asheville, leg sprained.

Conductor Sudderth, bruises on leg.

Mrs. Jas. Dickson, Charleston, injured in neck and shoulder.

Miss Fannie O'Rourke, Charleston, arm bruised.

Mrs. John Cruise, Asheville, hurt on shoulder, and several bruises.

Mrs. M. L. Neuffer, Orangeburg, S. C., injuries to neck.

Mrs. Dawson was on her way to Savannah, accompanied by her husband. She was taken to the Glen Rock hotel, where she is attended by Dr. S. Westray Battle.

Mr. Witsell, whose arm and leg were broken when he left the runaway car, was taken to the home of his brother-in-law, Dr. Oliveros, 78 Bailey street. The injury to his leg was so serious that amputation became necessary. The operation was successfully performed before noon, the leg being taken off between the knee and ankle. Dr. Wm. D. Hilliard is in charge of his case. The patient is resting easily this afternoon.

An investigation into the cause of the unfortunate accident resulted in the startling development that at the point where the runaway began, and for some distance below, salt had been sprinkled on the south rail. This had evidently been done last night. The action of the salt caused a slippery rust to form on the rail. A quantity of this salt could be seen in spots along the track some time after the accident. Whether this salt was put on the rail out of a spirit of fun or with a deliberate view to cause a runaway may never be known.

The derailed car was replaced in an hour or so and sent to the shed. The principal damage was the breaking of the journal boxes.

Asheville Daily Citizen August 31, 1894

LET THERE BE LIGHT.

But the Water is Low, and There Is Not All the Light Needed.

Of late there have been many complaints of the absence of electric lights about the city. In almost every case the lights that were not burning were on the outside circuit—that is, on the wires that run some distance away from the main portion of the city.

The cause of all this has been a lack of water at the power house of the West Asheville Improvement company. When machinery is operated by water power, there must be plenty of water to furnish that power. Well, this is just what the company has been short on. There has been no rain of any consequence over that way lately and the water in the dam has been lowered until it was impossible to get power enough to run all the lights, so it was decided to run the inner circuit, as that would light the towers and the central portion of the city. Secretary-Treasurer J. D. Carrier, of the lighting company, says he has hopes that the water in the dam will get a rise on in a very short time.

Asheville Daily Citizen October 4, 1894

A GREAT RESORT FOR HUNTSMEN

NEW QUARTERS OF THE SWANNANOA CLUB.

A Glance at the Interior Attractions of the Building Prepared for the Club by Col. Frank Coxe—The Road House at Sulphur Springs.

Col. Frank Coxe's recently purchased property from the Henry estate has been merged in the extensive grounds of Battery Park, and the Swannanoa Country club comes in for a handsomely finished and furnished club house. A curving driveway winds a new approach through the lawns to the gabled building near the Haywood street entrance where Time's mosses have been brushed away from a building put up in the forties, and the old house made better than new with modern ideas of convenience and comfort.

The broad steps to the entrance porch lead to the reception hall on the second floor where the tapestry and carpets are colored in the warmest hues of Turkey red. The smokers have been allotted the cosy apartment on the left of the entrance. Heavy chenille curtains shade the glazing of the old fashioned sash, the unique timepiece, with face framed on the dip of a skillet, ticks cheerily from the shelf of the mantel, and the ruddy glow of the hearthfire diffusing its pleasant warmth, make of the room an engaging and desirable den. Electric lighting will be utilized from the points of a chandelier formed of twisting bucks borns. The ceiling and wainscoting of the room are in Carolina pine with an intervening finish of terra cotta fresco.

Opposite the smoker is the ladies' dining room with a steaming samovar and delicate china ready for service. The hours at the club for lady guests are from 10 o'clock in the morning until 6 in the evening.

The low arched rooms of the roof will be occupied by the board of governors and as private dining rooms. A passage from this floor opens on the balcony from which grand views of the mountains may be had.

The room of the general meet, the rendezvous where the club will stretch its sporting legs under the round table and chat of blood-tingling gallops afield and of baps and of mishaps encountered in the chase, takes in the southern half of the first story. Prints of horse and hounds adorn the walls, bright rugs carpet the hardwood floor, and easy chairs flank the big fireplace. Adjoining the rendezvous workmen are busily preparing for creature comforts in fitting up the grill room. The grilling is to be personally conducted by Manager McKissick who has promised to do to a turn the famous dishes that acquired celebrity "down in Souf Carliner, Jo de wah."

The lovers of billiards are provided for in a spacious room on the lower floor. There are telephones and electric messenger calls, to the city and to the hotel, conveniently at hand upstairs and down. Kennels have been built under the front steps for the care of dogs temporarily out for a run.

The new chef at Battery Park will look after the dining of the club people, to whom luncheon and dinner will be served a la carte until midnight.

It is said to be the intention of the club to establish itself in the new home with an elaborate house warming to occur in all probability early in December.

The plan for remodeling the old structure into attractive quarters for club uses originated with Mr. Otis M. Coxe; the superintendence of rebuilding also devolved upon him, and he has had many congratulations on the success of his taste and energy.

At Sulphur Springs Mr. Coxe has had a road house of novel construction put up for the needs of members of the club. The site is a most eligible one, commanding as it will from the surrounding verandas of the villa a following view of the hunt for miles in each direction. The club kennels, built on improved plans, are located at a point on the branch a short distance below the spring house.

Asheville Daily Citizen November 20, 1894

BINGHAM WINS ANOTHER VICTORY

THE KNOXVILLES LOSE BY SCORE OF 12 TO 0.

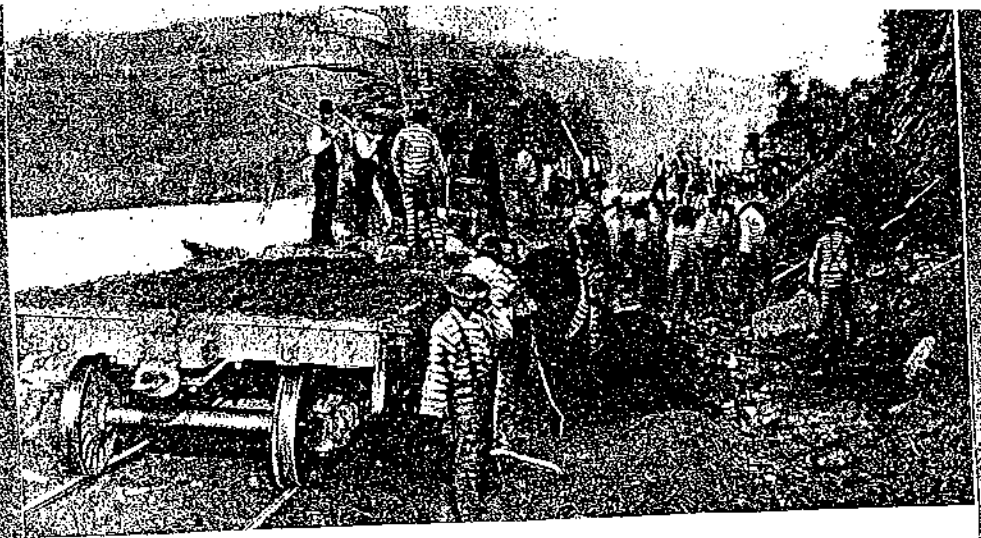
But It Was a Pretty Game and Not So Very Rough—The Visitors Lose Snap After Bob Bingham's Phenomenal Sprint Across Field.

Yesterday afternoon the University School team of Knoxville paid a second visit to Asheville and for the second time celebrated Thanksgiving day by a game of football with Bingham school. The train from the West was nearly an hour late, so that it was long past the appointed hour when the two elevens faced each other on the field at Allandale. The day was perfect, and the 200 people who were not detained at home by turkey and cranberry sauce were well rewarded for coming out. It was one of the most interesting football games yet played in Asheville.

Asheville Daily Citizen November 30, 1894

The Swannanoa Country club announces a chase for Tuesday next. A luncheon will be served at the Sulphur Springs club house at 1:30 and the hounds will be cast off at 3:30 sharp. Invitations to the postponed hunt of last week will be good for Tuesday's sport.

Asheville Daily Citizen December 15, 1894



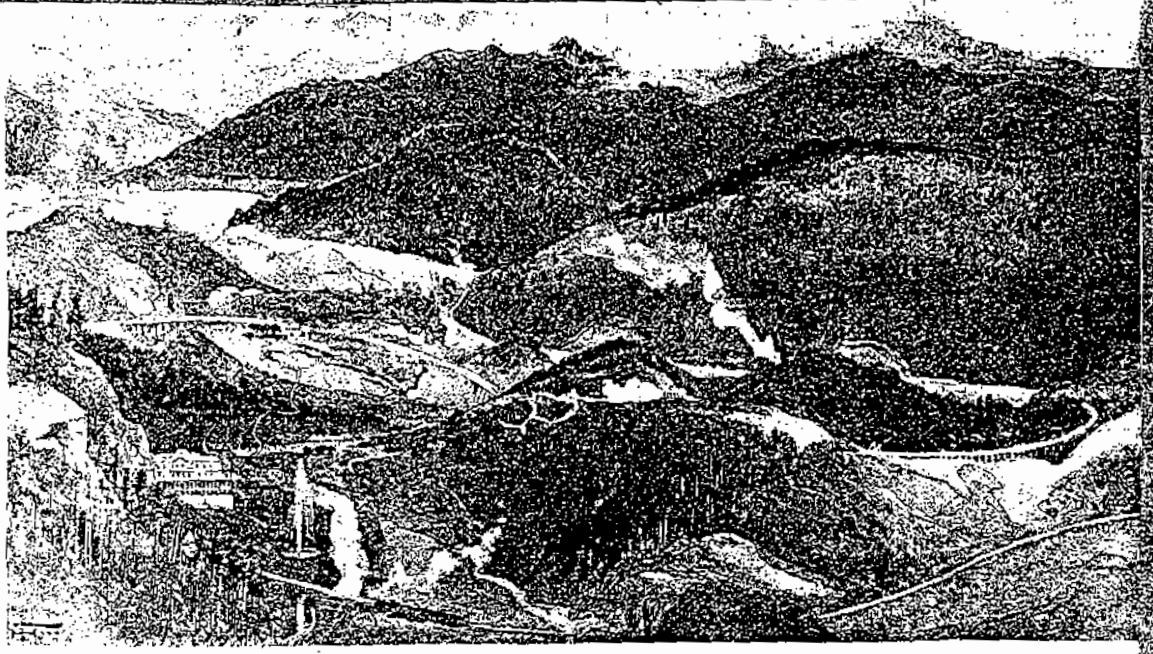
A CHAIN-GANG.

LOOKING OFF FROM CÆSAR'S HEAD.

THE BUNGALOW—MR. JOHN BEATTY'S RESIDENCE.

PACK MEMORIAL PUBLIC LIBRARY
ASHEVILLE, N. C.
NORTH CAROLINA ROOMS
Pack Memorial Public Library

RHODODENDRONS.

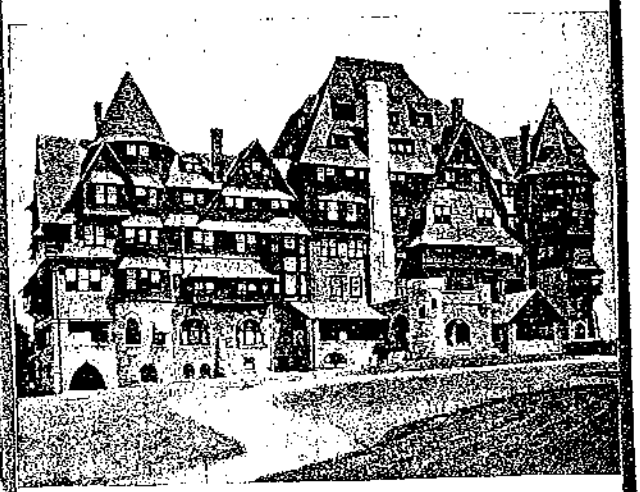


ROUND KNOB, SHOWING RAILWAY AT SEVENTEEN DIFFERENT POINTS.

ASHEVILLE, NORTH CAROLINA, AND ITS SURROUNDINGS.—[See Page 1238.]

RETURN FROM A DEER-HUNT.

THE FRENCH BROAD, FROM RICHMOND HILL.



KENILWORTH INN, BILTMORE, TWO MILES FROM ASHEVILLE.

OLD FOLKS AT HOME.

THE LAND OF THE S
AND BEYOND

BY FRANK PRESBREY

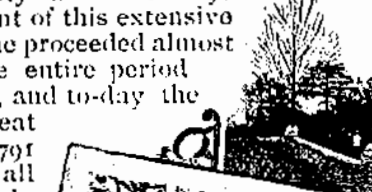
Book
Excerpt

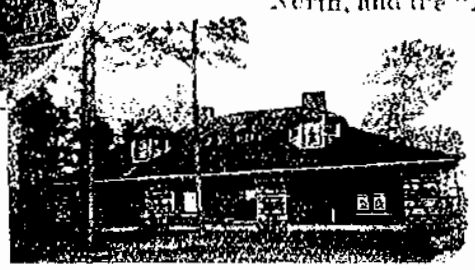
["Asheville is a charming little city, nestling in the very bosom of the everlasting hills."]

cult and important task was accomplished with remarkable celerity and efficiency. The steady development of this extensive and complicated scheme proceeded almost unchecked through the entire period of financial depression, and to-day the South possesses a great railway system of 4,791 miles of lines, nearly all of which is absolutely owned by one corporation, of which Mr. Samuel Spencer is President. No other railroad in the country, operated under a single charter, has so great a mileage.

About thirty different roads have been merged into the Southern Railway Company, the principal ones being the Richmond and Danville and the East Tennessee, Virginia and Georgia systems.

As a map will show, the lines of this great system extend from Washington, through Danville, Charlotte, Atlanta





sippi River, with converging lines from Richmond to Danville; from Goldsboro, through Raleigh to Greensboro; and diverging from Salisbury through Asheville, Hot Springs and Knoxville to Chattanooga: also from Charlotte to Columbia, Augusta and Aiken, uniting at Columbia with the Florida Central and Peninsular Railroad, forming a through line to Savannah, Jacksonville and all Florida, with a transverse line starting at Bristol, Tenn., and extending through Knoxville, Chattanooga, Atlanta and Macon, Ga., to Brunswick, Ga., uniting again at Everett, Ga., with the Florida Central and Peninsular Railroad. There is also a diverging line from Rome, Ga., through Anniston, Ala., and Selma to Meridian, Miss., and with various other lateral lines.

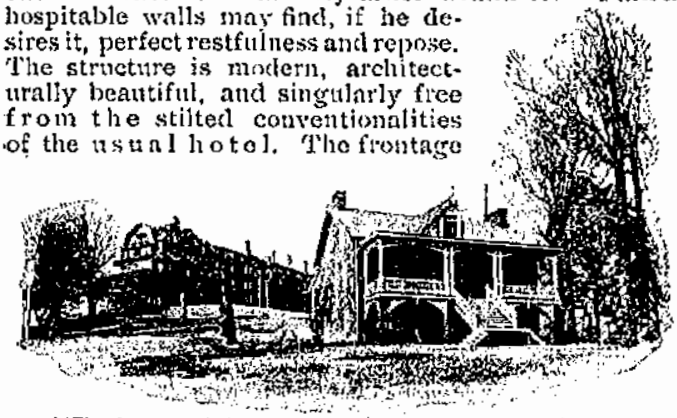
The "Washington and Southwestern Vestibuled Limited," a superb train of Pullman drawing-room sleeping and dining cars, runs daily between New York and New Orleans via the Southern Railway (Piedmont Air Line) in conjunction with the Pennsylvania Railroad on the North, and the "L & N" on the South. It also carries through Pullmans between New York, Asheville and Hot Springs. The "Cincinnati and Florida Vestibule Limited," a beautiful train, runs daily between Cincinnati and Jacksonville, in conjunction with the "Q & C" route and Florida Central and Peninsular RR.

Through car service is also

The Battery Park Hotel is so closely associated with Asheville that the names are almost synonymous. It derives its name from its being located on a spot of historical interest, for it was at the very point where the hotel now stands that the Confederates planted a battery of artillery for the defence of the town. The old breastworks still remain, but the grim messengers of death have given place to flowers, and the happy voices of children are heard from the old ramparts instead of the roar of artillery. Crowning as it does the summit of a noble eminence in the centre of a lovely private park of twenty-five acres, and surrounded by a grove of ancient oaks, it presents a most inviting and picturesque appearance, and stands boldly in view for miles in almost any direction. It is scarcely a stone's throw from the public square of Asheville, yet is 125 feet above it and so secluded in its own environments that the sojourner within its hospitable walls may find, if he desires it, perfect restfulness and repose. The structure is modern, architecturally beautiful, and singularly free from the stilted conventionalities of the usual hotel. The frontage measures 475 feet, yet it is so broken with

["The Battery Park presents a most inviting and picturesque appearance, and stands boldly in view for many miles around."]

cause out-of-door life is so attractive in Asheville, are broad and almost never-ending. During the warmer seasons they are fringed with hanging and stationary boxes of flowers, and in the winter enclosed in glass, thus affording invalids opportunities for sun-baths and long walks without leaving the house. From these extensive verandas the most magnificent panorama of mountain views is spread before the vision. The scenes change with the hours, for the rosy lights of morning, the glare of noonday, and the deepening shadows of the evening give each in their turn a new and varied charm to the view. To the left may be seen in full view the noble chatean being erected by Mr. Vanderbilt, and directly in front as a grand centrepiece of the scene stands old Pisgah, with its sentinels on either side, while down below in the near foreground are the pretty streets and homes of Asheville. Within the Battery Park all is comfort and elegance. The spacious entrance hall, in which the office occupies a corner, is a picture of attractiveness with its massive fireplace, broad and graceful stairway, and easy chairs. Here every evening is a brilliant gathering of guests, who in little groups—the ladies with their fancy work and gentlemen with their cigars—pass the hours in informal sociability, lending a pleasing and congenial atmosphere, an unknown feature in many of the great hostelries. On many evenings there are special entertainments in the great ball-room—the handsomest of any resort in the country—for it is



["The charming little home of the Hunt Club stands on the lawn adjoining the conservatories."]

One of the enjoyable and popular features of the Battery Park is the Swannanoa Hunt Club, which affords an added pleasure to those who enjoy out-door sport. The charming little clubhouse occupies a prominent place on the lawn of the hotel adjoining the conservatories. The Hunt Club, of which Dr. S.W. Battle, of Asheville, is president, and Mr. Henry M. Steele, of Baltimore, is secretary, is the "swell" feature socially of the city, the leading people being members, and its balls, which are held at the Battery Park, are brilliant affairs, many guests coming from New York and other Northern cities to attend them. The club has two houses, the one appearing in the illustration and one near the Sulphur Springs, about four miles from the city; so situated as to allow from its verandas a following view of the hunt for many miles. At the home club the cuisine will be under the charge of the chef of the hotel, but Manager McKissick, who is himself an artist with the chafing dish, presides at many of the informal feasts, which are memorable occasions to all who attend them. The club-houses are artistically and appropriately furnished, the walls being adorned with mementos of the chase and trappings and pictures of the hunt, special rooms being fitted up for ladies who ride in or enjoy the chase.

Edwin G. Carrier and the West Asheville and Sulphur Springs Railway

Another Northern capitalist who left his mark on the Asheville area was Edwin G. Carrier of Pennsylvania. He developed the Sulphur Springs resort, the area now known as Malvern Hills. Carrier bought a large tract of land that included the ruins of an old hotel near a large sulphur spring. The spring had been discovered on the last day of February 1827 by Tolbert Henry and his slave Sam. Three years later son-in-law Colonel Reuben Dever built a hotel which became popular with visitors from Columbia and Charleston, often accommodating as many as 500 guests, more than any other hostelry in Asheville. The hotel burned in 1862. The fire, however, did not result from the war.

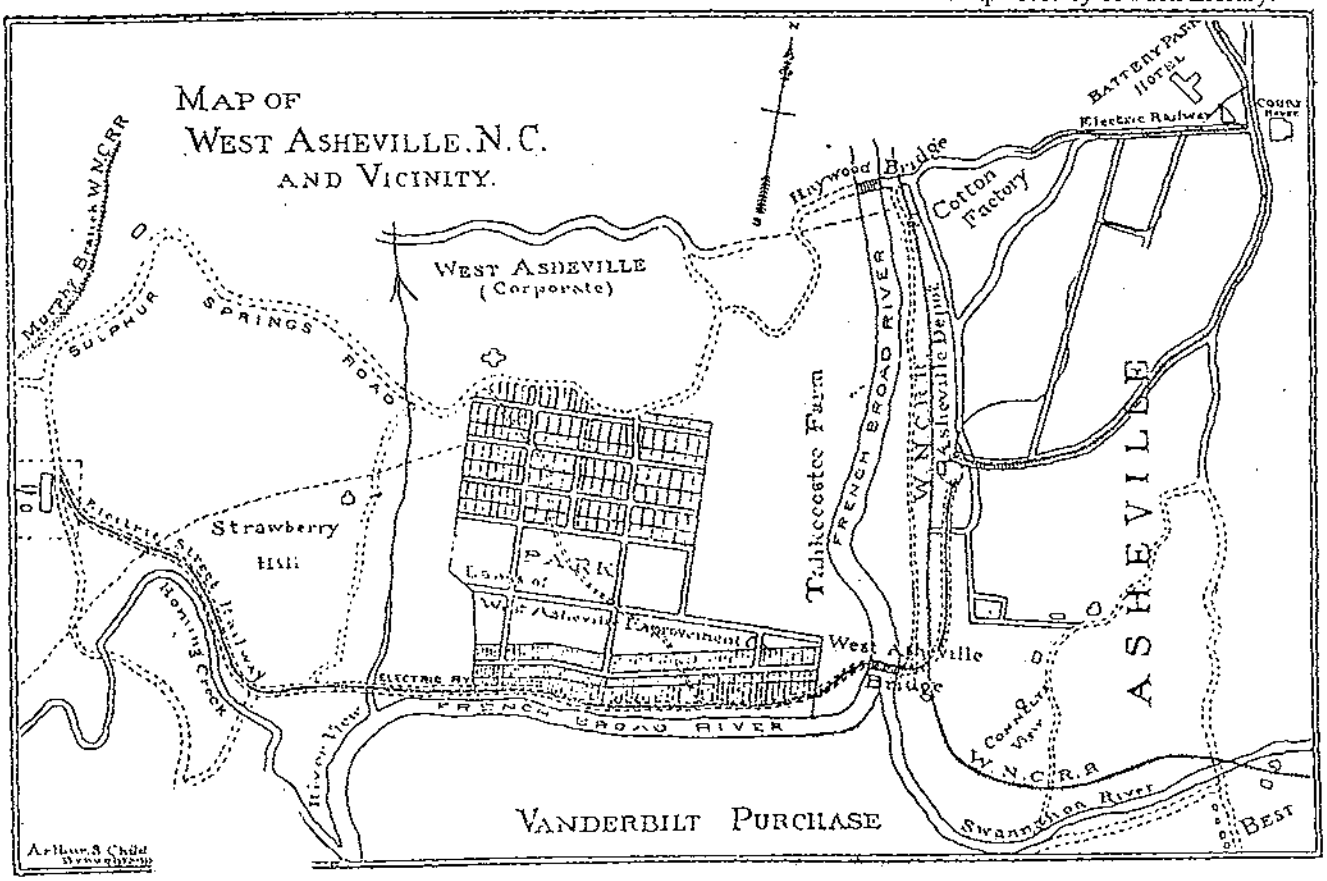
Around 1887, Carrier built the Belmont hotel on the same site, added a race track, and an athletic field. He provided the health facilities of a spa. He had more than a resort in mind. He developed advanced farming methods on nearby lands and planned a residential and business community. He named it West Asheville and laid out streets, naming many of them for states.

On Hominy Creek, he built a low wooden dam for a small powerhouse, the first hydroelectric plant in the area and the first hydro plant anywhere to furnish power for a commercial street car line. Its main function was to provide power for Hotel Belmont. The hotel had the South's first electric passenger elevator.

Near the confluence of the Swannanoa and French Broad rivers, Carrier erected a 250-foot-long steel-truss bridge, an engineering marvel of its day. He then built a street railway from Belmont, down the valley of the Hominy Creek, across the narrow neck of land at Strawberry Hill, separating the river from Hominy Creek,

LAND MAP OF WEST ASHEVILLE ca. 1895 SHOWING W. A. & S. S. RY.

Map courtesy of Pack Library.



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along what is now Amboy Road, across the bridge, and down the east side of the River to the WNCRR depot. The street railway was incorporated as the West Asheville & Sulphur Springs Ry. and opened in October or November 1891.

In October 1891, the WA&SS asked the Asheville Board of Aldermen for a franchise to extend its line into the heart of the city. The proposed route ran from the railroad station north to Bartlett Street, east on Bartlett, north on French Broad Avenue to Patton to Government Street, then along West College to Main. The franchise was granted on 13 October, but construction was delayed. On 22 April 1892, the franchise was amended to use Phillip St. to Bailey (now Asheland) to Patton. Within hours crews were at work. The route involved crossing tracks of the Asheville Street Railway at the Depot. and at Bartlett Street, about 200 yards from the Glen Rock Hotel. Under cover of darkness about 10 o'clock one night a picked crew of men hastily laid the track and completed the Depot crossing. They pushed a car over the new crossing to legitimize the line and block a possible injunction.

At the second (Glen Rock) crossing, Colonel Martin of the Asheville Street Railway had a blockade car placed on the Bartlett Street track. Carrier assembled a large crew but the necessary materials were not on hand and no crossing was attempted. The following day, Martin had an apparent change of mind and removed the blockading car. The crossing was promptly effected.

The line was built up a steep grade on Bartlett Street and through the woods via a "dirt road" to French Broad Avenue, emerging onto the street from a long, narrow trench which became known as "Mud Cut." A second crew built down Bailey Street, across Phillip Street to French Broad Avenue where it met the crew building up from the Depot. Connection was made early in the summer of 1892.

The Daily Citizen was critical of the new line. On 29 June it commented, "Paving outside the rails of Patton Avenue and leaving the space between the rails unpaved is like building a stone arch and leaving out the keystone." Also, "The West Asheville & Sulphur Springs Railway had no business on such streets as Phillips [sic] and Bailey, and there was no necessity for going there. In the course of time the Aldermen will find this to be a fact, and try to do something when it is everlastingly too late." The paper announced the beginning of service on 16 July 1892, leaving the north end of Bailey St. on the quarter hour.

On 2 August, the paper reported that the WA&SS "had a force of hands at work last night putting in a crossing on Patton Avenue, where its line crossed the line of the Asheville Street Railway. The work was completed about 2 o'clock this morning." Two days later the curve of tracks at the Asheville Street Railway crossing was being put in. Construction continued up Patton Avenue and into Government Street, dead-ending at what is now Pritchard Park at Haywood Street. Because of local hostility towards running cars on West College St., the line was never extended beyond Haywood.

On the night of 24 August 1892, the Belmont Hotel was destroyed by fire. It was never rebuilt and an important source of traffic for the little brown cars was lost. For the moment, Carrier carried on and the WA&SS built a line from Patton Avenue up to the Battery Park Hotel at the top of Battery Park Hill, replacing the service previously offered by the Asheville Street Railway. On 10 December 1892, the line was given permission to charge a quarter on its Battery Park "Special Car." In a day when the regular fare was 5 cents, this was indeed a luxury fare.

The panic of 1893 began to be felt and Carrier received blows in addition to the loss of his hotel. The famous Florida freeze of that year killed his orange grove at Sanford, Florida. Carrier abandoned the property. Then the dam burst at his hydroelectric plant on Hominy Creek. The claims for damages resulted in his loss of both the plant and the electric railway. Carrier returned to his old profession of forestry, working as a lumberman.

The WA&SS Railway went into receivership in 1895 and was sold to a syndicate headed by D. C. Waddell on 12 December. The Waddell group secured a franchise on 12 December 1895 to build a line via Bailey, Phifer, McDowell and South Main streets to the city limits. This was to provide a connection between the existing WA&SS tracks and those of the Asheville & Biltmore Street Railway, allowing the latter to run its cars into downtown Asheville. Service was suspended pending completion of the Biltmore line, which was controlled by the same syndicate.

On March 1, 1898, title to the property east of the railway depot was transferred to the Asheville & Biltmore. The electric plant, the railroad, and all property south and west of the Depot and across the French Broad River in West Asheville was conveyed to the newly-formed Asheville Electric Company.

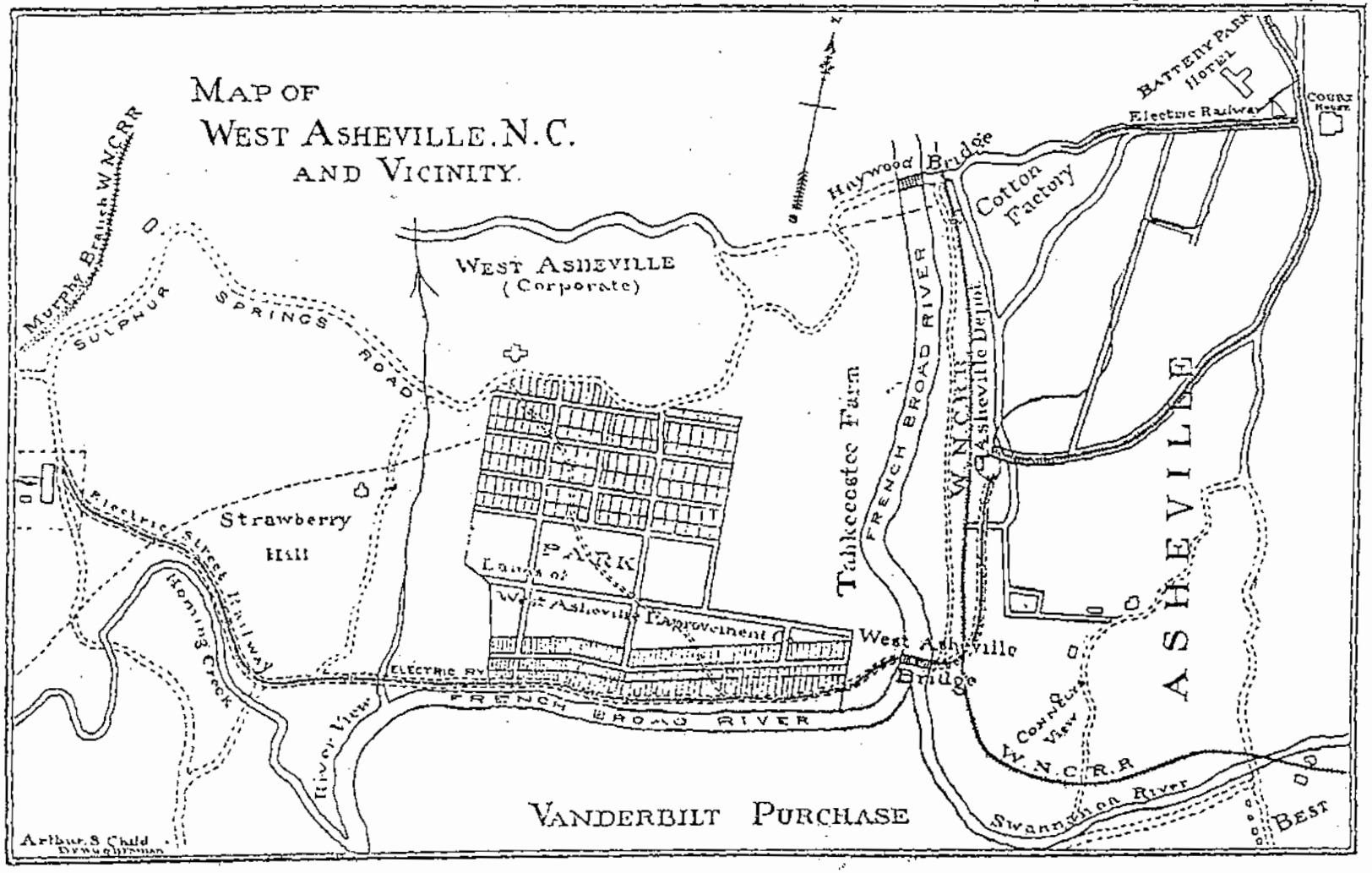
TROLLEYS IN THE LAND OF THE SKY

Street Railways of Asheville, N. C. and Vicinity

By
David C. Bailey
Joseph M. Canfield
Harold E. Cox

LAND MAP OF WEST ASHEVILLE ca. 1895 SHOWING W. A. & S. S. RY.

Map courtesy of Pack Library.



SWANNANOA COUNTRY CLUB.

Corporation With Headquarters In Buncombe County.

Articles of incorporation have been filed in Superior Court Clerk Cather's office by the Swannanoa Country club, which has for its purpose the carrying on of a social club, fostering and encouraging hunting, the preservation of game, the breeding of blooded stock and of blooded dogs, and the encouragement of athletic sports of every kind. It shall have the power of acquiring real estate to such a purpose. The club's headquarters shall be in Buncombe county and its duration shall be 30 years.

The following club members join in the articles of agreement: S. Westray Battle, Thos. P. Davidson, Henry M. Steele, Jas. S. Churchill, Jno. A. White, P. d'Allanges, J. Edward Rumbough, Otis M. Coxe, Dell Mitchell, Thos. P. Chesebrough, W. W. West, T. Wilson Sharpless, M. H. Whitlock, W. B. Rosevear, John Child, M. D. Hilliard, H. E. Hunnah, Geo. E. Kirkman, S. C. Cortland, W. R. Pentman, jr., Jas. P. Sawyer, Oliver Rutledge, Robt. W. Bingham, J. W. Sinclair and J. G. Merrimon.

Until the next election the officers shall be:

President, Dr. S. Westray Battle; vice-president, Thos. P. Davidson; secretary and treasurer, Henry M. Steele; master of hounds, Jas. S. Churchill; board of governors, Jno. A. White, Baron P. d'Allanges, J. Edward Rumbough and Otis M. Coxe.

Asheville Daily Citizen January 31, 1895

Document signed January 28, 1895

THE BEST OF ALL.

Saturday's Meet At the Country Club Annex—Notes.

The fox chase at the Swannanoa Country club annex Saturday afternoon was the best "meet" that has ever occurred in Asheville. Despite the unkempt condition of the roads leading to the Sulphur Springs, near which the annex is located, there was an unusually large attendance at the "meet." Fully 50 vehicles were clustered around the club house, and by actual count there were 63 ladies and gentlemen mounted, and active participants in the live fox chase. Old Reynard was liberated 20 minutes before the hounds were loosened, and chose for his escape the woods and fields and gullies adjacent to the old mill ford on Hominy creek. After an exciting chase the fox was captured on an island in the backwater, the dogs swimming after him in great shape.

The most daring feat of horsemanship yet displayed in any of the chases was accomplished by Wayne Ray, who swam his horse in 20 feet of water to rescue the fox from the dogs. This feat having been successful, the hunters returned to the club house, where dainty refreshments were served.

Before the afternoon's sport had concluded, there was a drag race, in which the celebrated beagles were liberated. This event was interesting and exciting. Those who were present at the meet were delighted at the races and other entertainment, and the unusually large attendance is a rare indication that the Swannanoa Country club's functions are the most popular in Asheville, besides giving assurance that all the meets will be very interesting and very largely attended.

The new feature of the Country club is said to be one of its most attractive. This feature is the serving of a free lunch every day between the hours of 1 and 2 o'clock. It is served by the chef of the Battery Park hotel and always consists of the latest delicacies of the season. The grill room is crowded every day with members and guests enjoying these always elegant lunches.

The new upright grand piano presented by Col. Frank Coxe to the club has arrived and is now being used daily by the club members.

Asheville Daily Citizen March 4, 1895

ASHEVILLE, N. C., FRIDAY EVENING, JULY 5, 1895

WINNING AMONG THE FAVORITES

THEY CAPTURE THE PURSES WITH

The French Broad Racing Association's July Race Meeting Furnishes Sport For Devotees of the Turf—Results of Two Days' Races.

The French Broad Racing association has had its program of events rounded out with fine sport during the first two days of the meeting at Carrier's track. The fields of runners Wednesday and Thursday were as exacting as the sticklers for rules desired, the starts were made with just enough delay to stir impatience, eager running held from the post right through exciting finishes and the purses were, with an exception here and there, captured by the favorites.

The encouraging signs are thick for a big meeting under the French Broad association in August and turfmen are correspondingly elated.

The first race on Wednesday called to the post six entries and Fearless got the nab. Starter Williams coaxed and ordered and threatened fines enough on the jockeys to bankrupt the gold reserve. The horses jumped away 10 separate times and 10 times they were called back, and then in a sudden rush the flag sent them off. C. J. P. led a bunching contest around the river side and into the stretch West lifted the sorrel and made him a winner in .54 4-5. Fearless was second; Jack Murry, 3d; Duke of Kent, 4th; Rhea, 5th; and Shylock, 6th.

The five furlong entries were Randolph, Trump, Double Long, I. C. W. and Sunny South. The horses passed the pole in fourteen seconds with Randolph leading and his jockey, Ransom, yelling for room from the dangerous crowding of West on Double Long. The race was a pretty one and hotly driven, ending with Randolph a winner in 1.11. Trump was a length behind with a broken bridle, Double Long 3d, I. C. W. 4, and Sunny

Summaries.

First race, half mile heats, two in three. Purse $100, C. J. P., (West) W. S. Ray, won. Fearless, (Fortune) J. W. Bradshaw. Jack Murray, (Buzzard) Bill Buzzard. Duke of Kent, (Ransom) W. H. Frazier. Rhea, (Harr), G. J. Eagleking. Shylock, (Hale) E. H. Frost. Time .54 4-5.

Second heat, C. J. P. won. Jack Murray; Fearless; Duke of Kent; Rhea; Shylock. Time, 55.

Second race, five furlongs—dash. Purse $75. Randolph (Ransom) W. H. Frazier, won. Trump (Hale) G. J. Eagleking. Double Long, (West) John Rutledge, I. C. W. (Rasbury) W. H. Rasbury. Sunny South (Buzzard) Bill Buzzard. Time 1.11.

Third race, one-half mile, hurdles. Purse $75. Kitty Phillips (Hale), Dick Sevier, won. Volunteer, (West) T. H. Mason. Maude (Buzzard) J. V. Sevier. Time .61½.

Fourth race, one mile dash. Purse $75. Old Pugh, (West) John Rutledge, won. Myra H. (Jackson) J. W. Bradshaw. Freezer, (Hale) G. J. Eagleking. I. C. W. (Rasbury) W. H. Rasbury. Time 1.58.

Thursday's Races.

The races yesterday afternoon were witnessed by 800 to 1000 people. One-third of the crowd was composed of ladies. The summaries of the day are:

First race, four and one-half furlongs. Purse $100. Jack Murray won, Bill Buzzard; Myra H., J. W. Bradshaw; Freezer, G. J. Eagleking. Time .59 Second heat, Jack Murray won; Frazier, Myra H. Time .59 4-5.

Second race, one half mile and repeat. Purse $75. C. J. P., W. S. Ray, won. Rhea, G. J. Eagleking; Flurry, J. V. Sevier. Time 52 1-5.

Third race, three-fourths mile dash. Trump, G. J. Eagleking, won; Kitty Phillips, Dick Sevier; Sunny South, Bill Buzzard. Time 1.23.

Second heat, second race. C. J. P.

GOOD GOOD ROAD ATTENDANCE

THE LAST DAY'S RACES AT CARRIER'S TRACK.

Details of the Events That Closed the Sports at the Wind Up of the Meeting

The last day of the races secured the poorest attendance of the three days meeting of the French Broad Racing association at Carrier's track. The sport was good and the track in splendid order.

The first race, five furlongs and repeat, purse $100, was run in 1.07 4-5, 1.06½ and 1.07½ Jack Murray was an odds on favorite for first heat. Freezer, however, beat him so easily that the judges called up the jockeys and warned them to do their best before the second heat, for which Freezer had the call in the betting. At the finish things were reversed, and Jack Murray won by half a length. The betting again veered round in favor of Jack Murray, but in the run off between him and Freezer, the latter managed to get the heat and the race.

Second race, four and a half furlong dash. Time .58 1-5. Alta finished second in this race, but on weighing in, the jockey was found to be three pounds underweight and was disqualified and second place given to C. J. P.

Third race, one mile dash, purse $100. Time 1 49½ Trump started a hot favorite for this race and was looked on as a sure winner. For three quarters of a mile the race seemed to be between him and old Hugh; Myra H., however, caught the leaders on the last turn and after a splendid finish came in a winner by a short neck, Trump second.

A consolation purse of $75 was offered by the association for the final race and the entries were Duke of Kent, Fearless, Shylock, Flurry and Rhea. The time was .53½ and .53 4-5. This race for beaten horses was expected to furnish good sport. After many false starts for first heat they all got away, except Fearless, who was left at the post. On the first turn the Duke of Kent jostled Rhea, whose rider, Mat Hale, was knocked off but not seriously hurt. Rhea ran most

the post six entries and Fearless got the rail. Starter Williams coaxed and ordered and threatened fines enough on the jockeys to bankrupt the gold reserve. The horses jumped away 10 separate times and 10 times they were called back, and then in a sudden rush the flag sent them off. C. J. P. led a bunching contest around the river side and into the stretch West lifted the sorrel and made him a winner in .54 4-5. Fearless was second; Jack Murry, 3d; Duke of Kent, 4th; Rhea, 5th; and Shylock, 6th.

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A warning on straight behavior was given out by the judges to the jockeys up in the second heat of the first race, on the strength of a rumor of "pulling" that floated out of the riding of the first heat. The first attempt at a start sent off the crowd with C. J. P. in the front. The leader's fight was with Duke of Kent to the stretch when Buzzard drove Jack Murray to second place as the wire was reached. Rhea's owner claimed third place, but the judges said Fearless, Kent fourth. The time was .55.

The betting ring was lively while the hurdle jumpers warmed up for their half mile run. The entries were Kitty Phillips, Volunteer and Maud. Kitty got the slightest head of a lead from Volunteer and the two went over the fences and brush like the rise and fall of a wave to the landing from the final jump, where Kitty's spring was first recovered and the game mare won by a neck. Maud fell with Buzzard as a hurdle was attempted, but no injury resulted and Bill got in saying "Here's where I weighed in and I weighed out over by the river."

The race was run in .61½.

The mile dash held Old Pugh, Myra H., Freezer and I. C. W. The first half was by the judges in .57, with Old Pugh and Freezer an even pair, Myra close at the leaders' heels under a pull. At the upper turn for the finish Jackson turned Myra loose, but he had waited too long and failed to pass Old Pugh, who won in 1.58. Twenty feet beyond the wire Myra H. went down, close into the rail with her jockey partly hidden by the scramble of the galloping horses. Jackson fortunately escaped injury and leaped and caught his mount as the mare regained her feet.

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Second race, one half mile and repeat. Purse $75. C. J. P., W. S. Ray, won. Rhea, G. J. Eagleking; Flurry, J. V. Sevier. Time 52 1-5.

Third race, three-fourths mile dash. Trump, G. J. Eagleking, won; Kitty Phillips, Dick Sevier; Sunny South, Bill Buzzard. Time 1.23.

Second heat, second race. C. J. P., won; Rhea, Flurry. Time 52 1-5.

Fourth race, seven-eighths mile. Trump, G. J. Eagleking; Old Pugh, John Rutledge; Fearless, J. W. Bradshaw. Time 1.35.

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J. V. Sevier and Wayne S. Ray, who trained as one stable, are in fine spirits on the success of their string of runners.

The "scare" that went around on the entry of I. C. W. proved to be a "sizzer" as the foreigner failed to get a place.

The judges of the meeting, Messrs. H. A. Smith, Tench Coxe and George Henderson, gave great satisfaction.

Timekeepers A. M. Field and J. I. Hickey used a split second timer.

Starter J. A. Williams was congratulated on the generally quick starting.

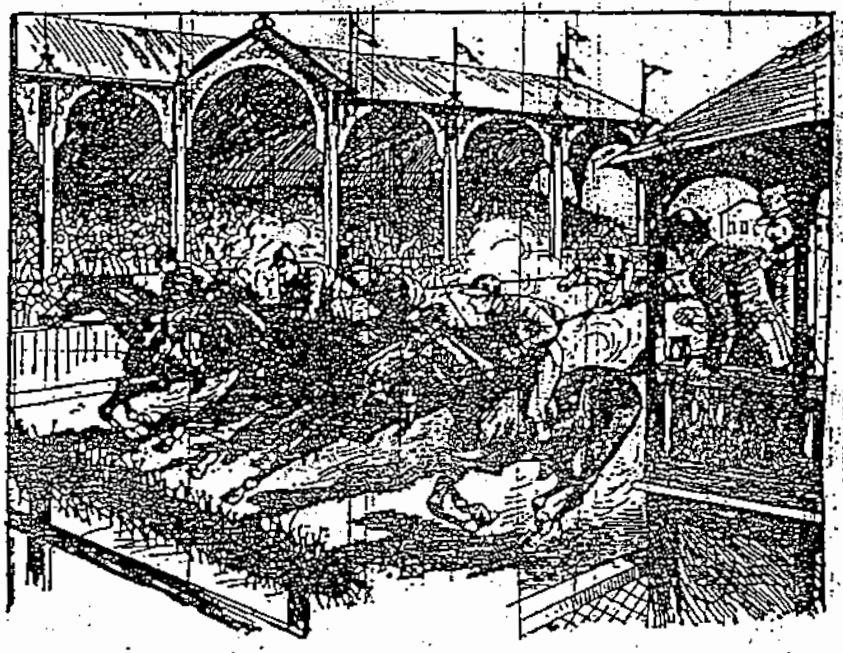
The Coxe tally-ho, Maud, Tenche Coxe, whip, was out each day, with Mrs. T. Wilson Sharpless, Miss Connally, Mrs. Patterson of Philadelphia, Francis S. Coxe, T. Wilson Sharpless and E. P. McKissick. Ed Rumbough's drag carried Mrs. J. E. Rumbough, Miss Sadie Rumbough, Mrs. Dr. Jamison, New Orleans, H. C. Waddell, jr., and Col. J. H. Rumbough.

J. W. Bradshaw, the veteran turfman, whose horses have been in the races of the meeting just closed, in speaking of the outlook of the French Broad Racing association to THE CITIZEN said: "Asheville should be a good racing center. The association has not yet received sufficient encouragement to justify its getting under a load of expense, but the presence of horses from 400 miles and further shows that by keeping at it the attendance will grow. There are thousands of runners in the country and they want to run for something, if it's only oats. I think they ought to have good inducements, and after awhile the association will prosper."

Asheville Daily Citizen 8/16/1895

THE FRENCH BROAD RACING ASSOCIATION

Will Give a Three Days' Meet at Carrier's Track, on Sulphur Springs Car Line.....



The Association realizes that its patrons will be satisfied with nothing less than the best. Have spared no efforts to secure a list of well known horses to occupy the track and to honestly and fairly contest for the purses offered .. ..

Aug. 20th, 21st & 22d

6 Races Each Day 6

1895

RACES WILL BEGIN PROMPTLY AT 3 P. M.

There are now 70 horses on the grounds and as many more expected this week. Some of the best horses from Kentucky, Tennessee, Virginia, Georgia, South Carolina and District of Columbia. This will be decidedly the best racing ever seen in this State. There will be no jockeying allowed, and races will be started without such tiresome long waits as usual. Everybody come and have a good time.

.....French Broad Racing Association.

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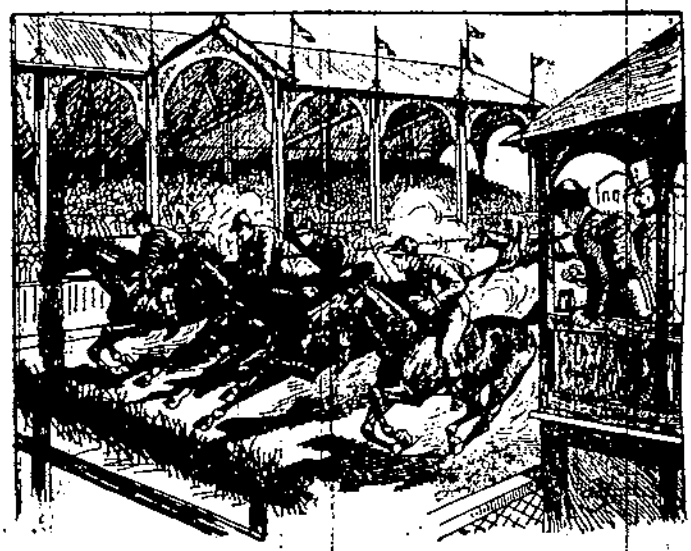

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.....French Broad Racing Association.

Asheville Citizen August 21, 1895

176

THE TRACK WAS A LITTLE HEAVY

BUT THERE WERE SOME GOOD RACES, NEVERTHELESS.

Threatening Clouds of the Morning Keep Some Patrons of the Turf Away—The Third Event Raises a Lusty Kick.

The races that were postponed from Wednesday last were run at Carrier's track yesterday afternoon. Two days' rain and cloudy weather gave little promise of more racing this week, but by 11 o'clock Old Sol showed himself brightly, and, assisted by a slight breeze, dried up the mud on the track, so that by 3 o'clock it was in fair condition, though a little soft and heavy in places.

The efficient secretary and clerk of the course, Joe. B. Sloan, was hard at work all day with his men harrowing and leveling, and, considering the amount of rain that had fallen since last race day, he deserves great credit for the fair condition the track was in. The threatening clouds during the early part of the day had the effect of keeping away some of the regular patrons of the turf. This was very perceptible in the carriage attendance, only one tallyho, J. H. Rumbough's, daring to risk the muddy roads. Not a large but a thoroughly sporting crowd had assembled by the middle of the afternoon. The solitary bookmaker was present with his usual display of oratory and avoirdupois; also the "tout" with his tips on the races, a cadaverous colored individual, who approached anyone that he thought a little green and would whisper: "Say, boss, playing anything dis race? I got a dead cinch. I knows de owner, and I'm right 'ere wid de hosses every day; and what I gives you is straight. You gimme something if you win."

The first and last races were very good sport; the second had only one horse in it, and the third caused more kicking than a doz n football matches. In the first heat it was said Jack Murray was pulled, but it was done on the back stretch, and the judges could only caution the jockeys, which had some effect, for Mr. Murray took the second heat. Then for the final the tip went round that Freezer was to win, but his short price, 2 to 5, not suiting some persons interested, they attempted a coup-de-grace by turning round and backing Jack Murray from 2 to 1 to 7 to 10. Then the great army who had bet their little dollars on Freezer, thinking they would not have a run for their money commenced to kick, and surrounding the judges' stand asked them to declare all bets off. This they declined to do, and the result was that Freezer could not help winning, coming under the wire first pulling double, and his backers went home happy. There always is this sawing in heat races, and it would be a good thing if the association could afford to abolish them. The judges were Geo. Hendrickson and C. G. Richey.

The first race was ½ mile and repeat for $100, and brought out Glen Gara, Uhlucky, and the two ancient foes, Duke of Kent and C. P. R., who were to fight their Tuesday's battle over again. Wayne Ray's horse had the most friends for the first heat, and it was said that if Glen Gara could stay in front all the way round he would surely win. There was a long delay at the post, but although Glen Gara got the lead, he could not stay there, all the horses passing him before half the distance was run. Coming into the home stretch they were all in a bunch, and made a pretty race home, the Duke of Kent winning by half a length from Uhlucky, who was only a neck in front of C. P. R. Time, 54 seconds. In the second heat the Duke had most friends, and showed what a great mud horse he is by winning by half a length from C. P. R., who got second money.

The second race, a ¾ mile dash, for $75, brought out the finest race horse on the track, Randolph, with Sunny South and Alta. There was no betting, and Randolph did not have to extend himself to win. Sunny South was second.

The five eighths mile repeat race for $100 had three entries, Jack Murray, Pickup and Freezer. In the first heat, Jack Murray was leading all the way to the quarter-mile post when he stopped and Freezer shot past him and managed to keep his nose in front the rest of the race, winning by a neck from Jack Murray. This is what caused the complaints referred to. Jack Murray's price for the second heat was so short as to prohibit betting on him. He was in front all round and won as he pleased. In the third heat, after the jockeys were cautioned about their turf tactics, the horses got off to an even start, and as it was stated that Jack Murray was to win, this calculation was upset by Freezer himself, as he ran most of the way round under a pull and came home a "couldn't loser" by half a length; Jack Murray second.

The mile dash for $100 brought out four pretty evenly matched horses, Old Pugh, I. C. W., Lewiston and Trump. It was said that if anything was in front of Lewiston at the finish, he would know that he had been to the races, but Old Pugh had many old friends whom he has often disappointed, but whom he rewarded this time by landing the comfortable odds of 4 to 1 against him. With a beautiful start, he shortly pushed ahead, I. C. W. second, and Lewiston last, which positions they held the first time round, as they passed the stand. Excitement was great as they sailed round the second time, and those who thought Old Pugh could not run a mile were also disappointed by seeing him come romping home with his long raking stride, a winner by a length from I. C. W., who was only half a length ahead of Lewiston.

N.C.- Asheville - Charities - Lindley home

11/1895

LINDLEY TRAINING SCHOOL

In the vicinity of Asheville, in the village of Inanda, stands, in the midst of beautiful scenery, a commodious and comfortable building, dedicated to a noble Christian work. This work is the rescue, help and training of unfortunate women and girls who have gone astray from the paths of virtue and peace, but who, desiring to reform and lead better lives, too often find every door of hope closed against them.

About four years ago Mrs. C.G. Mitchell, then a resident of Asheville, was deeply impressed with the need of a rescue home, and largely by her influence and the contributions of friends abroad and in Asheville, the Lindley Training School was built.

By the kindness of churches and individuals interested in the work, it has since been well furnished. There are now five inmates, under the care and teaching of two matrons, trained deaconesses of the Methodist church, and it is hoped that, by the blessing of God, a good work for Him is well begun.

The school is designed for all cases needing such help and training in this section of the country. The board of managers do not ask any entrance fee, or name any definite sum for the support of an inmate of this institution, but as they rely entirely on the contributions of friends interested in this department of Christian work, they earnestly ask the prayers and financial aid of all such persons, in the name of the Master, who said to the poor woman: "Go, and sin no more."

Copied from: WOMAN'S EDITION THE ASHEVILLE DAILY CITIZEN. Thanksgiving Day, 1895.

176

N.C. - Asheville - Schools - Bingham military school

Woman's Edition
A-Citizen Thanksgiving Day, 1895

BINGHAM SCHOOL

This, one of the oldest and best known military schools for boys in the South, was founded in 1793 by the grandfather of the present principal, and has been for over a century in successful operation under the control of three generations of teachers being transmitted from father to son.

Until 1890 it was located in Orange county, N.C., but a second fire in nine years drove it from its wooden buildings and induced the principal to seek another situation.

Attracted by the healthfulness of the Asheville climate he removed to this place and secured a situation on a bluff overlooking the French Broad river and commanding a fine and extensive view of water and mountains. In the present buildings--one-story brick dormitories--beauty is subordinated to convenience and healthfulness, every room being freely subjected to the good influences of fresh air and sunshine. Physicians who have inspected the place report in most favorable terms of the sanitary conditions.

An excellent gymnasium, tennis courts and play grounds supply the best means for physical culture.

Last year 18 states of the Union were represented and during the last 15 years the area of patronage has included 32 states and Mexico and Brazil on this hemisphere, and England, Germany, Scotland and Siam on the other.

BOUGHT PEARSON'S BRIDGE.

Deed Filed Transferring the Structure to the County.

Buncombe county is now in full possession of the iron structure known as Pearson's bridge across the French Broad river just below the city. The deed was filed yesterday afternoon in Register Mackey's office by which J. G. Merrimon, trustee, transfers the bridge to the Board of County Commissioners, the consideration being $2000. This is in accordance with the action of the Commissioners at a special meeting, at which the committee, composed of Commissioners Gudger, Clayton and Wells, reported favorably to the purchase of the bridge.

The committee was of the opinion that the necessary repairs could be made for $50. The repairs include some flooring and several new uprights under the approach.

Chairman Rankin said today that the bridge would be opened to the public as soon as the repairs can be completed.

Asheville Daily Citizen February 12, 1896

IN FOR THE CAMPAIGN.

Colored People Organize a Republican Club at the Institute.

Asheville's colored voters started in on the '96 campaign last evening, holding a meeting with good attendance in the Young Men's Institute building for the purpose of organizing a Republican club. Thos. Latta presided. The club was assisted in organizing by a committee from the white club appointed by last meeting, and composed of President Eug. D. Carter, C. B. Moore, P. A. Cummings, P. H. Thrash and Samuel Waldrop. H. S. Harkins was the only member of the committee absent.

Short talks were made by Messrs. Carter and Cummings and Geo. W. Justice. Secretary Baker of the institute in a talk said he was glad to have the colored people meet there; that the club was not a part of the institute, but that it was merely a matter of business, the club renting a room as a meeting place.

The club was permanently organized by the election of Thos. Latta, president; Stanley Forney, vice-president; Rev. A. D. Leak, secretary and treasurer. Meetings will be held every Thursday evening.

Asheville Daily Citizen March 14, 1896

GETS DAMAGES.

Verdict in the West Asheville Improvement Company Case.

Buncombe Superior court began its second week this morning. The case of D. M. Gudger vs. the West Asheville Improvement company was given to the jury late Saturday afternoon, and a verdict was rendered at 10 o'clock this morning. In this suit Dr Gudger asked damages in the sum of $5,000 because in building the large dam across Hominy creek the company had caused the water to overflow onto the lands of the plaintiff.

Asheville Daily Citizen March 16, 1896

FOR THE BILTMORE LINE.

As Much of the W. A. & S. S. Track as is Needed Torn Up.

The force on the suburban line of the West Asheville and Sulphur Springs railway yesterday concluded the work of tearing up the track, having taken up a mile and a half or more of the line. This material is being brought up to Bailey street, for use on the Biltmore division. Maj D. C. Waddell says he thinks work will now go on without interruption.

While the transportation of the material is going on schedules on the railway will be suspended. When they are resumed cars will make regular trips as far out as the old power house.

Power for the line is now furnished by the plant at the station used by the W. A. & S. S. company before the big dam on Hominy was built.

Asheville Daily Citizen April 3, 1896

SATURDAY EVENING, APRIL 18, 1896

NEW ROUTE TO THE DEPOT ASKED

IT IS WANTED BY THE W. A. & S. F. ROAD.

The Proposed Route Includes Bailey and Smith Streets and Southside Avenue—Chewing and Smoking Tobacco on Sunday—Compliments for the Firemen.

The Board of Aldermen at the meeting last evening, every member present, gave consideration to a question of special importance to those citizens living along the line of the uptown branch of the West Asheville and Sulphur Springs railway. The company, through Maj D C. Waddell, applied for a franchise to construct and operate a street railway, beginning on Bailey street at Phifer and running with Bailey to Smith, with Smith to Southside avenue, and thence over the avenue to the passenger depot, to connect with the Springs line.

The company contemplates the abandonment of the existing route over Bartlett street, French Broad avenue and Phillips street if the desired amendment to the ordinance granting the original privilege is passed. The proposed line would connect with the Asheville and Biltmore line at Phifer street, and would run near the Scratch Angle neighborhood. Alderman Carter said the question was one of considerable moment, and the proposed amendment was referred to the street committee and city attorney.

Asheville Daily Citizen April 18, 1896

APRIL 30 1896

FREE SCHOLARSHIPS.

What Bingham School Offers to Young North Carolinians.

Eleven free scholarships for North Carolina boys have been offered by Bingham school, as is shown by the following letter issued by Maj. R. Bingham, superintendent of the famous institution:

"We are offering 11 free scholarships to the young men of North Carolina, covering tuition, board, bedding and lights (for which others pay us $250 a year), one to each U. S. Senator, the recipient to be taken from the State at large, and one to each Congressman, the recipient to be taken from his own district. The recipients of these scholarships shall be attentive to duty, shall give us no trouble; shall be physically sound, and shall be chosen by a competitive examination on English grammer, spelling, arithmetic, and the geography and history of the United States. The examination shall be held on the 15th of August at such place and before such committee as either of the U. S. Senators may select for his appointee, or as the Congressman of any district may select for his, the scholarship in each case being awarded to the applicant who stands the best examination. In case there should be any scholarships unfilled, applicants for such vacancies may stand the examination in Asheville, on August 26, before the teachers of Bingham school.

"Any one who wishes to compete for one of these scholarships is referred to either of the U. S. Senators, or to the Congressman of the district in which he lives for further information."

The 1896-'97 catalogue of Bingham school, which institution can look back over an honorable existence of more than 100 years, will include many testimonials, giving powerful endorsement, from the United States government and its officials, from the executive and the judiciary of North Carolina, from presidents of universities and from other distinguished men.

Asheville Daily Citizen April 30, 1896

FOR COLORED GIRLS.

New Industrial School Building to be Erected on College Street.

Rev. Dr. L. M. Pease today staked off grounds for the foundations of a new building on the south side of College street, between the colored industrial school building and Zion church. This is the first active step in a work that is intended to be of great benefit to the colored girls of this city. The lot was purchased about a year ago. On it there is to be built a structure that will have a basement, three stories and an attic. It will be a frame building, with brick foundations, and its size will be 44x74 feet, built according to plans by Architect A. L. Melton. The work will be supervised by Dr. Pease, and the founders will spend $5000 on the building at once.

The institution is to be a colored industrial school, where girls may be prepared for the highest positions which they may be able to take in life, and to fit them for taking care of themselves; in short, a school on lines similar to the Pease school for white girls.

The institution will be conducted in connection with the present school, and will be under the superintendence of Miss Dole. It is to be built and carried on under the auspices of the Ladies' Home Missionary society of the Methodist Episcopal church, which organization has conducted the present school for eight years or more, on the property given by Dr. Pease.

The new school will accommodate 50 students, and it is expected that it will be ready for work next year.

Asheville Daily Citizen July 31, 1896

Should you wonder how the well-dressed golfer of the last century was attired for the game, look at the above photo of August, 1896. Shown are members of the Swannanoa Country Club, predecessor to the Asheville Country Club, at its original location near Sulphur Springs in West Asheville. Those in the picture are (L to R) Mrs. Thomas P. Cheesborough, Miss Minnie Tucker, Mr. Williams, Dr. Charles S. Jordan, Miss Laura Carter, Miss Sara Rumbough, Miss Elizabeth Fitzgerald Forbes, Miss Raidee Tucker J. Ed Rumbough, William R. Porter of Key West, Fla.; Miss Chism Miss Sarah Mills of Savannah; Jack C. Rumbough of Hot Springs and at the far right, the club's two golf pioneers, Dr. Thomas P Cheesborough and secretary Joseph J. McCloskey. Notice the three caddie boys and servant.

THE W. A. & S. S. CHANGE.

The Greater Part of the New Road Will Be in the Town of Victoria.

The change of route of the W. A. & S. S. road proposed by J. H. Cutler is under consideration at the hands of Aldermen Suttle and Mears and City Attorney Martin. At a meeting with these gentlemen Mr. Cutler expressed the opinion that the city should bear half the expense of opening the road to be occupied by the W. A. & S. S. from the coal chute to the passenger station.

The road proposed will run the greater part of the distance through the town of Victoria. Application was made some time ago in an informal way to the town to open this road for the benefit of the electric railway. The Commissioners of the town have been expecting a map and profile so that the expense of opening the road might be ascertained, but have not received it yet. The road will have to be laid out by authority of the town of Victoria the greater part of the way, and the Board of County Commissioners will have to do with only a limited part of it.

Asheville Daily Citizen September 9, 1896

CHAPTER 198.

An act to repeal chapter twenty-nine (29), private laws of one thousand eight hundred and eighty-nine (1889), entitled "an act to incorporate West Asheville, in the county of Buncombe," and chapter two hundred and nine (209), private laws of one thousand eight hundred and ninety-one (1891), entitled an act to amend chapter twenty-nine (29) of the private laws of one thousand eight hundred and eighty-nine (1889).

The General Assembly of North Carolina do enact:

Charter of West Asheville and amendatory act repealed.

SECTION 1. That chapter twenty-nine (29), private laws of one thousand eight hundred and eighty-nine (1889), entitled and to incorporate the town of West Asheville, in the county of Buncombe, and chapter two hundred and nine (209), private laws of one thousand eight hundred and ninety-one (1891), entitled "an act to amend chapter twenty-nine (29), private laws of one thousand eight hundred and eighty-nine (1889), be and the same is hereby repealed: *Provided, however*, that said repeal shall in no way effect the power and right of said corporation to collect and disburse any and all taxes, assessments, fines and penalties levied, assessed, uncollected, unappropriated, collected and appropriated at any time prior to the date at which this act is to go into force and effect, in accordance with the power and rights conferred upon the said corporation by the said chapter twenty-nine (29), private laws of one thousand eight hundred and eighty-nine (1889), and said chapter two hundred and nine (209), private laws of one thousand eight hundred and ninety (1891).

Proviso: Repeal not to affect enumerated rights.

The power and right hereinbefore mentioned, and no other, being hereby expressly given said corporation to enable it to collect all moneys then due, and apply them for the benefit of the tax payers of said corporation.

When act to take effect.

SEC. 2. That this act shall be in force and effect from and after the thirty-first (31st) day of May, in the year of our Lord one thousand eight hundred and ninety-seven (1897).

Ratified the 8th day of March, A. D. 1897.

From the Buncombe County Law Library
Private Laws 1897

A HOTEL AND SANITARIUM

Ultimate Aim of Asheville Electric Company.

SITE AT SULPHUR SPRINGS

REBUILDING OF THE W. A. & S. S. ELECTRIC RAILWAY.

James H. Cutler Outlines the Plans of His Company, Which Include a Boulevard Leading Off Southside Avenue.

The plans of the Asheville Electric company are developing along the lines pointed out in The Citizen some time ago, but as Rome was not built in a day neither can all that the company purposes be consummated in a week or month, but slowly, step by step. The initial step looking toward the development is conceded to be the preparation of a dirt road at practicable grade, in which an electric road may be laid, connecting the city of Asheville with the Sulphur Springs.

E. C. Carrier has already proposed to donate a strip of land 100 feet wide through his property beyond the French Broad river, and the plan is to place the car track in the center of this, with a grass plat on either side. As to the roadway between the city and Carrier's bridge a material change is contemplated. It is proposed to make a boulevard 50 to 100 feet wide of the road that leaves Southside avenue at the curve above the Glen Rock hotel, crosses the hill at the Stockwell house and then turns to the Southern railway—the old route sometimes used in going to Carrier's track. The plan has this boulevard practically paralleling the Southern railway to a point a short distance below the coal chute, then turning directly toward the French Broad, crossing the Southern tracks on a bridge above grade, emerging onto the Vanderbilt estate road and following that a short distance until the present carriage is reached near Carrier's bridge, and then over the old route to the Springs.

MORE OF THE PLANS.

The Asheville Electric company has paid $2500 for a strip of land between the bridge and the Southern railway and for some distance along the southern margin of the railway, but the use of this strip, while putting the trolly car track above the grade of the Southern's main track, would necessitate the crossing of the cable track at grade. The company hopes, therefore, to gain the consent of Col. J. K. Connally to an exchange of rough land for the right of way in order to make the line as contemplated, below the chute. The Southern Improvement company property, it is believed, can be secured for the proposed road work, for such distance as would be necessary under the plans.

A boulevard on the plan described would give a fine road to Biltmore and furnish a good outlet to all the Hominy section, make available numerous building sites overlooking the river, and do away with the constant dangers of a crossing at grade.

With this done, the next step will be the rehabilitation of the West Asheville and Sulphur Springs railway, now the property of the Asheville Electric company. This line would follow the new route over the bridge above grade, which Col. A. B. Andrews, first vice-president of the Southern railway company, has agreed to construct. It would then parallel the Southern to the passenger station, coming back upon its old right of way at a point a short distance from the station. This track, it will be remembered, was torn up by the Southern in order to admit of the enlargement of its yard capacity. The track between the Springs and the old power house will also be taken up by the owners and used in the construction of the Biltmore line. So that a considerable portion of the line must necessarily be constructed anew.

HOTEL AND SANITARIUM.

This done, and there follows the most momentous part of the plan, which is the establishment of a hotel and sanitarium at the site of the old Hotel Belmont. "And if I were to tell you the names of the men," said James H. Cutler in speaking of the plans, "whom we have interested in this hotel and sanitarium feature, it would be a surprise party. But a hotel site is practically valueless unless it is thoroughly accessible, and for this reason the plans first outlined must be carried out before the hotel plan can be a certainty."

The directors of the company yesterday informally decided to offer to the county of Buncombe the structure known as Carter's bridge, which cost about $15,000, for a sum about one-third original cost. If this is not accepted there may come a time when it will be made a toll bridge and the county may not be able to secure control of it. An argument in favor of the trade is the fact that the Southern is now in the need for erecting a bridge free of cost to the county. This proposition, along with the plan for placing the convict force on the proposed boulevard, will be placed before the County Commissioners at their meeting next week by Julius C. Martin, esq., on behalf of the company, which proposes to meet the authorities more than half way in the work preliminary to the establishment of the hotel and sanitarium. This latter project carried through would mean much for Asheville and this whole section that there will likely be on every hand an expression of the hope that the county and the projectors may agree upon the plans.

THE COMPANY.

The Asheville Electric company is the successor of the West Asheville Improvement company, and while the General Electric company is interested in that it holds some of the bonds, the company is under the control of Asheville men. The directory is composed of Dr. John H. McAden of Charlotte, who has interests in Asheville identifying him with the city, and who is president of the company; J. E. Rankin, W. Talbot Penniman, H. G. Harkins, and James H. Cutler, who is secretary and treasurer.

Mr. Cutler, incidental to the statement of the plans, spoke of the matter of street lighting, the contract for which this company holds. He said that arrangements are being made to use the water in Hominy twice, by putting a plant in operation at the lower dam, and this he hopes will be completed tomorrow. In addition to this, work is being pushed on the supplemental steam plant at the furniture factory. With the completion of these, there should be a complete lighting service.

Asheville Citizen November 30, 1897

Asheville Citizen.

EXTRA EDITION--DECEMBER 25. 1897.

A SAD CHRISTMAS DAY

Disastrous Result of the Trip of a Party of Young Merry-Makers.

POWDER CAN EXPLODES WITH A FEARFUL EFFECT

Men and Boys Thrown Into the Air, and Their Clothing Torn Into Shreds or Burned Off--A Heart-Rending Scene--List of Injured.

This Christmas day will live in history as the date of one of the most distressing occurrences that has ever shocked the city.

On the crest of the hill just north of the west approach to Smith's bridge, overlooking the French Broad river, there lies an old cannon that has been used by the boys and youths of West End in celebrating their holidays. This forenoon, according to the custom, a number of the happy boys met near the West End drug store and having procured ammunition for the salute set out for the hill. By the time they reached the spot and prepared for the cannonading there were in the party perhaps 100 boys and men.

INTO A HOT CANNON.

The cannon was loaded and fired, and then Joseph Finch, an employe of the Southern railway company running on the Asheville and Spartanburg division, picked up the powder can and went to the cannon to reload it. The gun had not been sponged, and the moment the fiery stream of powder struck the heated cannon there was a flash and the can of powder exploded with a report that shuttled the residents for half a mile around. The earth trembled, and a moment later there was a scene that made sick the hearts of those who were watching the hill from their homes on the west.

A HORRIBLE SIGHT.

From the smoke from the explosion there were seen to emerge human beings, apparently [illegible] and then [illegible] and limbs [illegible] and [illegible] and [illegible] and

SATURDAY, FEBRUARY 26, 1898

EXECUTION OF SNEED AND HENRY

By COL. A. T. DAVIDSON.

This being the season of the anniversary of the centennial of Asheville, it will be in order for me to give some of my earliest recollections of men, places and events which came into my life in the past.

James Sneed and James Henry were arrested on a charge of highway robbery (of a horse) then a capital crime. The victim was one Holcombe. The scene of the robbery, for which these men were executed, was at the Maple Spring, about six miles east of Asheville, near where Mr. Folsom now lives and, nearly a mile from the water works at the forks of the road where the Swannanoa road coming down the river joins the new road.

Henry and Sneed, fearing that Holcombe would have them arrested, as he had given up the horse unwillingly, started for Tennessee by way of the mouth of Hominy, leaving Asheville to their right, and were arrested near Sulphur Springs on the Bear creek road by Shep Deaver, then deputy sheriff.

The execution of Sneed and Henry, being the third event of the kind in Buncombe county, spread all over this western country, and the news of it reached me at my home on Jonathan's creek in Haywood county, when I was a boy of 16. The two previous hangings which had occurred were of a man by the name of Delk, a white man, who was executed probably at about the time of my birth, and certainly previous to 1820, for the Indians were still in the country and were not moved till that year. I know this fact from the further fact that my father, William M. Davidson, the son of the William Davidson at whose house the first meeting to organize Buncombe county was held, and Goldman Ingram, grandfather of John L. Cathey, clerk of the superior court of Buncombe county at this time, arrested Delk at the Little Tennessee river near where it is now spanned by the iron bridge east of Franklin, after he had crosed the ford to the Franklin side of the river. Franklin is situated on or near what was then the old Indian town of Eunee. I do not remember for what he was executed, nor how my father came to arrest him unless it was the custom of good citizens generally to arrest or follow all law breakers of whose movements they had knowledge. Delk was hanged in the gorge south of and below the postoffice, probably about the site of the old Johnston well, now visible from Patton avenue.

The second execution was of a negro whose name I forget, about 1830-2 or 3, for burning the barn of a man on Mud creek in the neighborhood of Fidello Patton. He was hung in the "Gallows Field," east of the hollow in which Sneed and Henry were hung but on the slope of the hill leading into the same hollow. It must have been near the present site of North Asheville Methodist church. Jasper Bell, who is now living in Asheville, and a brother-in-law of the late Nicholas Woodfin, was a boy of about ten or eleven years when Sneed and Henry were hung. He saw that event and also the hanging of the negro some few years before. He thinks that Nat Harrison was sheriff when the negro was hung, and Wiley Jones sheriff when Sneed and Henry were hung.

A Great Event.

Of course I determined to see the execution of Sneed and Henry, and it was arranged that on the morning of the 27th of May, 1835, I and my brother-in-law, Paxton Cumming, a Methodist preacher, should leave our homes on [illegible]n's creek for Asheville to witness the great event on the following

Asheville Citizen February 26, 1898

day. I fix this time by the fact that I know that I started the day before the execution, and Sneed or Henry wrote a letter to his wife dated in the Asheville jail in which he said "In thirty-six hours I will be in eternity." I saw this letter the other day, now in the possession of the Editor of The Citizen.

The 27th of May, 1835, forever impressed on my memory, was a soft and beautiful morning, with low fog hanging over the meadows and valleys, as is common in that season of the year. We left home at daybreak and before breakfast, for we were to ride horseback seven miles to Peter Shook's on Pigeon river, near Clyde, where we were to get breakfast and proceed with a party from there. But when we reached his house we found that the party had already started for Asheville, but as they expected us, they had left a good breakfast for us. This party consisted of Rev. R. W. Patty, the Methodist minister in charge of the circuit, and the father of J. M. Gudger's first wife, Mrs. Peter Shook, better known as Aunt Mahaly, Miss Elmina Shook, a beautiful young lady, Peter Shook's oldest daughter, to whose manifold charms I observed, young as I was, the said staid Methodist preacher was not altogether oblivious, and Taylor Shook, a son of Peter, who went afoot.

As my friend Robert Henry said of the event preceding the battle of Cowan's Ford, when the school master had left a jug of whiskey at the school house, "we dispatched" the breakfast, overtook the party at the crossing of Pigeon, at what was then called the Alexander ford, now Canton. An iron bridge for wagons now spans it, but for years before and since the war, there was no bridge, and the ford was extremely dangerous in high water. Michael Francis, my law preceptor, drove in there once and lost a pair of fine horses by drowning in the swift current. On the hill east of the ford of Pigeon was situated the Locust Old Field church, established by Humphrey Posey, Henry and John Howell, two brothers, and was the established church of the neighborhood, and was for a long time and still is, held in high repute. They planted a graveyard here, where most of the old worthies of that country rest. It is still used for that purpose, and it is worthy of that day and this. The same church still stands.

I got down here and Taylor Shook got on, while I walked, called "ride and tie." We soon got to old Johnnie Hawkins's, on the high road west of Asheville, where W. L. Henry now lives, in time for dinner. All rode horses, except Taylor Shook. I remember passing the church on the top of the hill just above the Sulphur Spring, stopping at the spring and taking water to the lady on horseback and to the preacher. Don't remember seeing many people coming to Asheville as we came along. They probably came in next day.

At Asheville.

But when we got on the top of the hill west of the French Broad river, and looked down and saw the splendid river, and the long narrow bridge, then known as Smith's bridge, I was carried away completely. It was the largest river and the longest bridge I had seen. The bridge was kept by William Irwin, I think. He lived at the same old house which stood there till recently on the west side of the river. We came straight up the hill to the top, where Meike's house stands, and where the old log Baptist church used to stand. I then began to see signs of "town" by that time, and my eyes began to shine. I remember distinctly to have seen the fields about the present station of the railroad. Branan Patton lived there then. Aunt Mary Smith, Dan'l's wife, lived above on the river, whose house we could not see from that point, but we could see the curling smoke of the evening meal ascending from the habitation. These places were pointed out to me by Paxton Cumming, who had ridden this circuit and knew all the points of interest round about. We came on by the Haywood "Road," not "Street," and entered Main street passing by the Villa, just north of Patton avenue. The Haywood road came into Main street opposite the front office of the old Buck Hotel, about where West College street now enters it. There was a large sign in front of the hotel of a big buck with a heavy head of horns on it. I remember it distinctly.

Here our company parted. All but Mr. Cumming and myself, who put up at the "Buck," went down on South Main street to Stanifer Rhodes', whose house stood near where Church street now enters South Main. He had married Peter Shook's wife's sister, well known as Celia Rhodes, a remarkable and strong woman.

Not many people now living know what the old stable bell was like. One of them was attached to the sign post of the Buck, and I remember it well. It was the first I had seen of its class. It was an ordinary bell, but it was attached to one end of a curved steel strip which when shaken would cause the bell to ring and vibrate for some time after the shake had been given to the strip. I had not been long in the hotel before I was attracted by the ringing of this bell, and the old darky who answered it, coming out to take the horses of the travellers who were constantly arriving to witness the show of the morrow. That darky's name was, I think, Moses, and he was a strong, broad-backed negro who was apparently well fitted for the duties of hostler. It seemed to me that the people would never stop coming, and where they were stored away in that old hotel I cannot now conceive. But no one was turned away.

Asheville Citizen February 26, 1898

193

The Hanging Rehearsed.

The store of James M. Smith was just opposite the old Buck, near where Frank O'Donnell's now stands. Its side was on North Main steet and its front on Haywood road, now West College street. It was known as the "Freeze Out" from the fact that "Old Jimmie" was afraid to allow any fire in the store where the clerks had to sleep at night. I went through that store with eyes as big as saucers. Where in the world did all the money come from to buy all those goods. If only I could get behind the counter and run my hands into the sugar barrels and get my stomach full of the sweet stuff just once in my life, I thought I should be happy ever afterwards. Then I went to the jail before it became too dark. It stood about where the present entrance of the Palmetto building now is. The court house was on a knob about twenty feet higher than the present site of the Vance monument. There were many people around the jail. Wiley Jones was around looking after things generally. I did not see the prisoners. It was too dark. I still continued my perigrinations about town, and went down to John W. Osborn, who kept the leading merchant tailor shop of the town at the bend of South Main street, where Mrs. Hilliard now lives. He was from Haywood, and I was bound to see every one from that county. I spent about an hour there, and afterwards came up the street and got into a store, which I do not now remember, where I saw a rehearsal of the hanging on a small scale in the tests that were being given to the rope with which the prisoners were to be hanged. The noose was made, the rope thrown over a beam, it was given a sharp jerk by several men hanging to one end of it, and if I am not mistaken Dr. Hardy pronounced it sufficient for its purpose. I got into the attic of the Buck with Jesse Smith, a small son of J. M., and slept with him on a pallet on the floor. Mr. Cumming, being a man of distinction, got a better bed. I did not go to sleep before I became convinced that Asheville was a big place—the hub of the universe, in fact—and I have not changed my mind since. It was always a big place for the surrounding country. It was always so far ahead of anything within sixty miles of it that there was absolutely no comparison. There was always something worth seeing here. It was a funnel through which everything had to pass if it passed the mountains, and everything had to pass the mountains in those days, for the west was being settled. It is so yet, and the railroads all have to come by Asheville.

The Day of the Hanging.

The next morning, before good light, that stable bell began to ring again, and I woke up. I wasted no time in making my simple toilet, but immediately struck for the street. The whole front and public square were covered with people. It was only just about daylight then. The people had not slept much the previous night. The excitement was intense. People must have been coming in all during the night. The crowd was a mixed one. There were several thoughtful and sober people, but there were also toughs rushing about, drunken men, women and children in their country finery, and a general holiday air everywhere. I saw the Asheville company of militia formed in a hollow square about the jail, in command of Col. Enoch Cunningham, to keep back the crowd from the jail. The militia had guns only, but the officers wore uniforms. There had been a rumor that there would be an effort from Tennessee friends to rescue the prisoners, hence the militia turnout. No effort was made in that direction however.

I remember distinctly to have seen the evening before in the parlor of the Buck hotel Gov. David L. Swain, who was then governor, and who had been pressed to respite the prisoners to look further into the justice of the execution or for a pardon outright, but the governor left in the stage before day that morning and was not present at the hanging. I heard of a petition being circulated by Mrs. Perkins, a sister of James W. Patton, for the pardon of the prisoners, and there was one expression in it which I have remembered ever since. It was to the effect that no son of a woman should suffer the death penalty for the foal of an ass. Gov. Swain was censured for leaving when he did by those who wanted a pardon or respite.

I may have got breakfast but I don't remember it. It was impossible to get near the jail to see the prisoners because of the crowd and guard. There was nothing like a program for the information of the public, hence all that could be done was to listen to the conjectures of the multitude and take care of yourself. The interminable ring of that stable bell for Moses I shall never forget. It rang all day. Moses had to be reinforced; the work was too heavy for one man. I should say without fear of being extravagant that five hundred horses were carried to the stable from that bell during the morning. The crowd was estimated by men of judgment at from 5000 to 8000 people. It must be remembered that there were few wheels in the country then, and most people came on foot or on horseback. Many came from long distances. Though I believe that the prophecy of Zebulon Baird had come to pass, that

Asheville Citizen February 26, 1898

the mails should be carried into Asheville on four horse coaches. But there were not many wheeled vehicles and the roads were execrable. It was decidedly the biggest day that Asheville had ever seen, and I don't believe that Bryan day equalled it—certainly not in my young eyes.

Off for the Gallows Field.

Incredible as it may seem to some, I was timid and bashful then, not at all sure that I might not be run over by some "critter," as the horses were then called, and by no means sure that the militia might not conclude to fire on me for fun. So a boy and I went to see the gallows field. We went down North Main street by the old Sam Chunn tanyard about where Merrimon avenue now comes into North Main street, near where the Woodfin stables used to be. The old road then ran directly over the hill to the branch. Then we went down the branch 200 or 300 yards and turned to the right in the gorge and there stood the gallows, grim and forbidding. The beam from which the ropes were to dangle was in place and the trap doors were there too, and the steps leading to the platform. There was a double grave half finished on the hill near by. It had not been finished. But only the lowest vaulted place remained to be dug, and this was how it was explained to me that it had not been completed by the time we reached there. Some negroes had been employed to dig it the evening before, and while deep in the excavation they were suddenly confronted on the brink of the grave by what they took to be the devil himself, who sternly demanded to know what they meant by digging the grave of men who were still alive? The negroes ran and could not be induced to return. The devil was really George Owen, a harmless and inoffensive old wit and joker from Haywood county, who had tarred his hair and beard and disfigured himself as much as possible for the purpose of having his fun with the grave diggers.

We examined everything, and then went back to the Buck, where we got something to eat. The crowd still had not left the square. But at about 2 o'clock it started out. I had again gone ahead of it and was advantageously stationed on the slope of the hill about sixty paces from the gallows. Here they came, thousands of eager and excited people, and the prisoners seated on their coffins in a wagon surrounded by the militia. They drew up at the foot of the hill and several people mounted the scaffold with the prisoners. There were [illegible] sermons, one by Rev. [illegible] then a young man [illegible] by Rev. Thomas Stradley. Then there was praying and exhortation of an intense character.

Spoke from the Scaffold.

The [illegible] were then given an op-

Asheville Citizen February 26, 1898

portunity to make any remarks they desired, and Sneed spoke first. He was a bright-faced, clean shaven fine looking young man, with a clear distinct voice which could be heard at a distance without effort. He said in substance that he had been a wild, wicked young man, and was an adventurer, making money by every turn and was not slow to use his profession in tricks at cards to procure money from the ignorant and unsuspecting, but that he had done nothing to deserve death. He said he felt this. He had never taken human life and had never taken any man's property by force. He said it in a clear and ringing voice and attracted general sympathy. Henry came on the scene, and was a heavy-headed, thick shouldered strong man. He impressed me by his general look and demeanor as a man capable of committing any crime. He had a heavy down look, and at my distance I could not hear distinctly what he said. I am informed this morning by Pleas Israel, who was one of the guard and near the scaffold, that Henry called for Holcombe the prosecuting witness against him, and that Holcombe came to the stand, and Henry made a statement in his presence as to how he obtained the horse, and asked Holcombe if that was not the way of it? This Holcombe denied, and walked off sullkily without stating how it was. I do not remember seeing anything of the kind. I did not see Holcombe to know him. The general impression was then, and has been since that Holcombe was called for but would not face the men.

Hanged.

Then the end came. The black caps were drawn over the faces of the two men, the sheriff and his deputy bade the men goodbye, and retired from the trap. The signal was given, and then happened a thing, just for an instant only, like a flash of light, that I have never forgotten. The trap, which consisted of two doors meeting in the middle, and working from the sides on hinges, fell at first with a great crash, as the trigger was knocked out. But they did not fall clear down, but only part of the way, so that it was possible for a very short space of time, for the men to touch them with their shoes. This they did repeatedly, trying to regain a foothold, but the doors were soon entirely beyond their reach and they were fairly suspended. But I can still hear those poor feet in their blind effort to cling a little longer to earth.

When the trap finally fell clear it was with a loud noise, and it was then that George Owen, who was near me, said, with a distinct and bass voice, "G-o-n-e!"

Then began the death struggle. They spun round and round. There was a drawing up of the shoulders and of the arms, and both died by strangulation, no doubt, the fall having been broken by the failure of the trap to fall clear. Sneed died first. The tremor of the bodies, the rush of blood to the hands tied behind them, swelling them to abnormal size and making them puffed and red. But at last the bodies were still, and I left before they were cut down.

And so the scene closed.

"The day is long past, and the scene is afar,
Yet when my head rests on its pillow
Will memory sometime rekindle the star
That blazed on the breast of the billow."

A. T. DAVIDSON.

Asheville, N. C., Feb. 17, 1898.

The letter to which Col. Davidson refers in the foregoing highly interesting sketch, was printed in 1835 at Rutherfordton, N. C., by Roswell Elmer, Jr., as part of the confession of the condemned. The pamphlet shows its age, and is in part illegible. The confessions of Sneed and Henry were mainly biographical records of continued transgressions, but in the case of both Henry and Speed concluded with expressions of faith in Christ and a meeting in a better world. Both men were married.

Asheville Citizen February 26, 1898

COLORED TROOPS.

Asheville Quicksteps Will Offer Their Services for Cuba.

The Cuban war spirit has firm hold on the colored people here, and they are preparing to offer their services to Uncle Sam on behalf of Cuban liberty. A company has been organized to enter the service under the name "Asheville Quicksteps," with H. T. Scott as captain, Samuel Taylor as first lieutenant and John C. Ford as quartermaster. The Quicksteps drill thrice a week in the old Rumley hall on Eagle street, the use of which has been given them free by Captain T. W. Pattim. Drill nights are Monday, Wednesday and Friday.

The company has been in formation several weeks, and the enrollment now reaches 184. It is believed that 122 of these will volunteer to go to war. Members are taken between the ages of 18 and 45. The company received its flag today, and Captain Scott says his men will tender their services to the State to go to Cuba or any other point.

Asheville Daily Citizen April 27, 1898

ASHEVILLE, N. C., SATURDAY EVENING, APRIL 30, 1898.

RECRUITS FOR STATESVILLE

25 MEN LEAVE ASHEVILLE THIS AFTERNOON.

They Are the First of the Volunteers to Go From This Section, and Will Help to Make Up the Iredell Blues' Quota.

About 12:30 this afternoon a large number of volunteers assembled at Alexander & Courtney's store, Patton avenue, in response to a call for men to go to Statesville and fill the Iredell Blues' ranks. While only 25 men were wanted it seemed that twice this number could have been secured.

The following special orders were issued:

"Headquarters 2d Battalion, 4th Regiment, N. C. N. G.,
Asheville, N. C., April 30, 1898.
SPECIAL ORDER NO. 1.

"Whereas, you whose names appear below have enlisted in the war with Spain for a term of two years, unless sooner discharged, and have also pledged yourselves to obey all orders from your superior officers to serve anywhere in or outside of the United States, as occasion may warrant and you may be ordered, and have enlisted in the Asheville Light Infantry, Co. F, 4th Regt., N. C. N. G., and whereas, the said company has enlisted more men than her maximum allowance, and, whereas, the Iredell Blues, Co. A, 4th Reg., N. C. N. G., has not the requisite number of men,

"Therefore, you are hereby transferred from Co. F to Co. A, and are hereby ordered to report at Statesville, N. C., to Capt. R. L. Flannigan on this day as above written, and there await further orders from the said Capt. R. L. Flannigan.

"WHITE G. SMITH, Major.
"By L. B. Alexander, Adjt."

"Headquarters 2d Battalion, 4th Regt., N. C. N. G.
"Asheville, N. C., April 30, 1898.
SPECIAL ORDER NO. 2.

"J. F. Lipe is hereby appointed a temporary corporal and is commanded to carry into effect special order No. 1 and is given full power over the squad of recruits therein named, until safely delivered to Capt. R. L. Flannigan in the town of Statesville, N. C.

"This appointment void after delivery of recruits to Capt. Flannigan.

"WHITE G. SMITH, Major.
"By L. B. Alexander, Adjt."

THE VOLUNTEERS.

The following are the volunteers who were provided with tickets to Statesville:

T. A. Brown, J. F. Lipe, C. H. Lipe, J. A. Davis, C. A. Torrence, J. M. Crisp, L. D. Ingle, L. B. Robinson, M. P. Williams, J. M. Davis, C. A. Ingle, O. C. Cassada, C. C. Nash, Henry Jones, C. A. Penland, A. C. Smith, J. C. Fanning, J. H. Fox, J. H. King, R. C. Grant, J. B. Jackson, J. E. Jones, J. B. Murdock, N. E. McQueen, Z. B. Gentry.

These volunteers were the first to leave this section. They met on the square a few minutes before 2 o'clock and boarded a special car of the Asheville Street Railroad company. The roll was then called by Adjt. Alexander and the car started to the depot amid the cheers of the crowds that had gathered to bade boys [illegible]

Asheville Daily Citizen April 30, 1898

START TO RALEIGH MONDAY MORNING

The Asheville Light Infantry to Leave Early.

A Special Train to Start From Waynesville at 5 A. M.

MAJOR WHITE G. SMITH RECEIVES ORDERS.

RALEIGH, N. C., April 30.—[Special.]—The news sent that Robertson of Charlotte would be lieutenant-colonel of the First volunteers is inaccurate. Lieut. Richmond Pearson Davis, U. S. A., will be given that position, and Capt. C. D. Cowles, U. S. A., will be lieutenant-colonel of the Second volunteers.

This is in accordance with the provision of the Hull bill allowing one West Pointer to each regiment of volunteers.

Adjutant General Cowles will resign as soon as the First regiment is mustered in, and will become captain of the heavy battery called for by the President. Cowles tells me he is anxious to see service in the field, and is unwilling to urge his men to face any danger he is not ready to share.

It was supposed up to this morning at least, that the military train which will carry the Asheville Light Infantry to Raleigh would leave Asheville late Monday afternoon. Official notification received this morning by City Passenger and Ticket Agent Darby, however, showed that the trip to the capital will begin early Monday morning.

The special train will start at Waynesville, carrying the Richland fusiles, the schedule for leaving there being 4 a. m., central time. This is 5 o'clock by Asheville time, and the special should reach Asheville about 6:30, city time.

When the Light Infantry men are on board the train will move for Raleigh, stopping at Statesville to take on the company that will go from that town.

It is extremely likely that, early as the hour of departure will be, the boys will be cheered on their way by one of the largest crowds of Asheville's people the town has ever seen.

TODAY'S ORDERS.

Maj. White G. Smith this morning received his orders from Col. J. F. Armfield, First volunteers, in the following telegram:

"Report with staff at Raleigh Monday. Come with the troops."

The officers on Maj. Smith's staff are Adjutant L. B. Alexander and Ser-

IN THE ARMORY.

Everything was bustling activity in the Asheville Light Infantry armory last night, with the drilling of the soldiers who are to be off for Raleigh Monday, and the examination by Surgeon Jordan to ascertain whether the men measured up to the physical requirements for troops who go to war. About 100 men, only those who were willing to go anywhere, were examined. The examination was not concluded until near midnight.

The full quota of the companies of volunteers is 84 men. Asheville and Western North Carolina will furnish many more than this number, and from these the ranks of the Statesville, Shelby and Reidsville companies will be brought up to the required number.

The following recruits enlisted last night: M. F. Williams, railroad man; H. R. Davis, Skyland, farmer; M. D. Ross, driver; J. S. Rector, Vanceville, farmer; L. H. Greene, printer; Arthur G. McDowell; F. C. Piper, fireman; J. C. Fanning, Marshall, farmer; W. O. Perran, electrician; Al Gherkin, fireman; J. E. Murdock, engineer; W. M. Blankenship, hostler; H. E. Jenkins, carpenter; C. A. Ingle, Emma, clerk; Charles Davis, woodworker; J. M. Lauter, Pine Creek, farmer; E. C. Grant, Candler, laborer; A. E. Smith, painter.

The national government pays for infantry service at the following rate a month: Private, $13; corporal, $16; sergeant, $17; first sergeant, $22; sergeant-major, $23; hospital steward, $15; second lieutenant, $116.67; first lieutenant, $125; regimental quartermaster, $150; regimental adjutant, $150; chaplain, $126; captain, $180; major, $2[illegible]3; lieutenant-colonel, $250; colonel, $291.67; brigadier general, $458.33; major general, $625. An aide-de-camp to a major general is allowed $200 a year in addition to the pay of his rank; an aide-de-camp to a brigadier general $160 additional, and an acting commissary of subsistence $100 additional. Equipment and subsistence are furnished by the government.

1898

Waynesville at 5 A. M.

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"Report with staff at Raleigh Monday. Come with the troops."

The officers on Maj. Smith's staff are Adjutant L. B. Alexander and Sergeant Major W. T. Herritage of this city.

Dr. Charles S. Jordan, assistant surgeon of the regiment, also received orders this morning. They came from Col. Armfield and directed Dr. Jordan to report at Raleigh Monday with the troops.

IN THE ARMORY.

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Asheville Daily Citizen April 30, 1898

1898

LIST OF THE VOLUNTEERS

MEN OF THE A. L. I. WHO WENT TO RALEIGH.

There Were 112 Men, Rank and File, and They Will Go Into Camp This Afternoon.

The full list of the Asheville Light Infantry members who left for camp at Raleigh today is given herewith. There were 112 men, rank and file, and there are seven on the list who did not go. In the hurry and bustle of departure it was impossible to make the list absolutely correct. In the column the letters "M" and "S" man married or single, the figures in parenthesis show the number of children in the volunteer's family, and the right-hand column gives the soldier's age.

The regimental officers who left today are Major White G. Smith, Surgeon Charles E. Jordan, Adjutant L. B. Alexander, and Sergeant-Major W. T. Herrage.

The roll follows:

OFFICERS.

Bookhart, T. W., Capt., M.	31
Stewart, R. S., 1st Lt., M. (3)	32
Cunningham, J. F., 2d Lt., M.	38
Snipe, W. H., 2d sergt., S.	27
Hamtick, G. P., 3d sergt., M.	28
Israel, F. M., 5th sergt., S.	26
Bernard, S. G., 1st corp., S.	22
Patterson, R. O., 4th corp., S.	20

PRIVATES.

Barger, [illegible] A., S.	25
Brown, [illegible] A., S.	18
Baird, H. D., S.	22
Beacham, E. W., S.	23
Boyd, J. R., S.	26
Boyd, G. T., S.	23
Brown, [illegible] B.,	
Burgin, [illegible] R., S.	26
Ballard, [illegible] M., S.	19
Bornett, O. O., S.	22
Boggs, [illegible] S., M., (3)	35
Byrd, Charles,	
Bearden, Eugene M., S.	25
Bradley, W. T., S.	32
Cathey, [illegible] H., S.	19
Cochran, [illegible] G., S.	25
Clarke, [illegible] H., S.	21
Carland, [illegible] W. A., S.	21
Cauble, [illegible] C., S.	20
Carter, Max H., S.	18
Cordell, [illegible] D., S.	30
Cordell, [illegible] M., S.	21
Connady, George	
Davis, C. O., S.	22
Durham, A. C., S.	25
Duckett, H. B. M., (6)	37
Duckett, T. B., M., (7)	32
Daugherty, R. J., S.	20
Duckett, N. C., M., (5)	49
Davis, Charles, S.	23
Ducker, [illegible] W.	
Harwood, J. H., S.	21
Goodson, Joe P., S.	17
Garren, [illegible] L., S.	27
Gaffey, [illegible] A., S.	23
Green, [illegible] H., S.	23
Hemphill, S. M., S.	25
Haynes, T. B., S.	25
Hancock, J. F., M.	19
Hildebrand, J. V., S.	18
Hunt, Will, S.	25
Justice, Joe L., S.	19
Jenkins, S. A., S.	25
Jones, [illegible] Edward, S.	23
Jenkins, H. B., S.	23
Knight, [illegible] C., S.	20
Little, [illegible] H., S.	21
Ledford, D. C., S.	24
Leminal, C. E., S.	22
Leminal, Chas. M., S.	25
Lloyd, [illegible] T., S.	18
Lanning, W. R., S.	21
Lange, [illegible] H., S.	18
Lodge, [illegible] Edward, S.	18
McDowell, A. G.	
Morgan, D. S., S.	23
McElroy, R. M., S.	20
Miller, [illegible] M., S.	19
Miller, [illegible] A., S.	19
Miller, Allen, S.	22
Miller, Claude, M., (1)	23
Murdock, J. W., S.	23
Morris, John, S.	18
Mauck, W. A., S.	19
McCall, E. M., S.	
McConnell, E. C., S.	21
McClatchey, Ernest, S.	22
Nicholson, Charles, S.	20
Nicholson, Cicero, S.	
Nash, [illegible] D., S.	24
Patton, T. W., M., (2)	37
Patton, Jos. M., S.	20
Patton, Jesse M., S.	45
Penland, W. A., S.	27
Pace, [illegible] Y., S.	24
Pulliam, L. R., S.	20
Perrin, W. E., S.	20
Pemmings, E. C., S.	27
Robinson, G. P., S.	20
Robertson, A. L.	
Ray, Alton O., S.	21
Ramsey, J. L., S.	23
Rector, John Bayliss, S.	19
Rector, [illegible] S., S.	26
Rector, [illegible] V. H., S.	21
Ross, [illegible] D., S.	28
Rector, Perry Bruce, M., (4)	35
Reynolds, C. A., S.	21
Rickman, [illegible] M. M.	
Rainer, [illegible] dt, L. E., S.	23
Sligg, [illegible] an, S.	20
Smith, [illegible] J., S.	22
Smith, [illegible] F.	
Sides, [illegible] A., S.	18
Snipe, [illegible] d H., S.	25
Sorrell, [illegible] V. G., S.	21
Stroup, Robert V., S.	21
Turner, [illegible] H., S.	22
Turner, [illegible] Frank, S.	22
Wilson, [illegible] P., S.	23
Cheek, [illegible] A., M.	
Ware, [illegible] O. K., S.	22
Wooten, [illegible] R. L., S.	21
Wright, Robert L., S.	20
Wilson, [illegible] H., S.	21
Wilson, [illegible] A. L., S.	24
Woodfin, [illegible] J. M.	25
White, [illegible] A., S.	21
Weaver, [illegible] B., S.	25
[illegible]	25
[illegible]	21

Asheville Daily Citizen May 2, 1898

MAY 23, 1898.

ASHEVILLE GUARDS LEAVE

SECOND COMPANY GOES TO CAMP AT RALEIGH.

Capt. Wagner's Men Will Help to Fill the Ranks of the Second Regiment — Recruits From Several Counties.

Asheville today sent her second company to enlist in the war with Spain—the Asheville Guards leaving for Camp Russell at Raleigh this afternoon on No. 12. The company went to the depot on electric cars, and there was a large crowd on the square to see the boys off. At the depot there was another crowd to say farewell to the soldiers who are going to help make up North Carolina's quota.

The company officers are: J. A. Wagner, jr., captain; S. O. Smith, first lieutenant; J. S. Adams, jr., second lieutenant.

Privates—W. H. Allen, J. M. Blair, W. V. Watkins, W. T. Stradley, J. H. Calais, J. C. Woods, J. J. Fletcher, R. F. Haskell, W. W. Metcalf, Wm. Black, A. W. Burnsides, J. E. Ballenger, J. S. Hart, F. C. Piper, J. M. Smith, H. A. Warren, W. H. Robertson, Julius Erwin, J. F. Burnsides, W. S. Edwards, H. M. Moody, L. L. Chappell, J. H. Reynolds, F. B. Ingles, J. L. Lingerfelt, A. E. Ducker, P. A. Harris, B. F. Tallman, Jacob Weaver, J. W. Graham, Reagan Morrell, J. R. Stradley, G. H. Henderson, R. Patton, J. M. Mercer, J. A. Rice, W. R. Blankenship, Frank Bruton, E. R. Burnsides, J. M. Tugman, E. T. White, S. T. Jones, S. G. Smith, Robt. Stroup, W. W. Goldsmith, jr., T. McNeely, W. M. Fox, J. J. Tredway, J. T. Taylor, S. J. Taylor, Asheville; T. B. Hutchins, Fletcher's; W. B. Stockton, Barnardsville; R. B. Ruth, Mills River; J. P. Southery, Mud Creek; J. A. Heath, T. B. Myers, F. M. Early, Weaverville; B. T. Pace, Tryon; R. L. Johnson, Skyland; S. Y. Luther, Fletcher's; C. C. Riddle, Madison county; A. B. Finch, Old Fort; J. A. Stroup, Old Fort; W. A. Henderson, Fairview; W. L. Williams, Black Mountain; J. R. Roper, J. L. Hill, D. A. Sledge, Hendersonville; W. R. Whittaker, Melvin Trantham, Fairview; Ashe Dill, Candler; H. H. Roberts, Yancey; R. V. Davis, Sandy Mush; George Green, Bueno Vista; Thomas Harris, Biltmore; J. H. Cansler, Joseph Misenheimer, Salisbury; Glover Hollingsworth, Asheville.

W. W. Goldsmith, jr., one of the privates of the company, is the son of Jeweler Goldsmith, a native Spaniard, but a naturalized American citizen and for many years a resident of Asheville.

Ten men came over from Waynesville to join the Guards, the Haywood men being Julius Ensley, Waltham Green, W. J. Bright, John Odam, E. S. Fulbright, John Corbin, H. N. Duckett, W. P. Bryant, Wm. H. Hides and J. W. Barnes.

A party of about 30 men from Marshall came up on No. 12 and cast their fortunes with the Guards.

Asheville Daily Citizen May 23, 1898

CAPT. THAD. W. JONES.

A Buncombe Man With Shafter at Santiago.

Buncombe has a representative among Uncle Sam's forces now moving upon Santiago, in the person of Capt. Thad W. Jones, commanding Troop B, Tenth cavalry. The Tenth led the attack upon the Spaniards last week in which several of the Rough Riders were killed.

Capt. Jones is 51 years old. He entered West Point in his 22d year and graduated in 1873. A portion of his service was with the engineering corps in Texas, where a county is named in his honor. He was promoted to a captaincy 16 years ago, and for about four years was detailed for duty in this State, with headquarters at Raleigh. For the past two years, and until the order for mobilization, Capt. Jones was stationed at Fort Assiniboine, Montana. He was here on a furlough in the early spring, and while the Tenth was at Chickamauga he came home for a day, to visit his family before leaving for Tampa.

Capt. Jones is a native of Henderson, but his family have lived in Buncombe several years, their home being near Sulphur Springs. He has a wife and four children. His oldest son, Thad W. Jones, jr., has been attending the University of North Carolina for two years. Capt. Jones is an uncle of Paul J. Johnson, a compositor now on The Citizen force.

Capt. Jones and Gen. Shafter, who commands the Santiago expedition, are brothers-in-law, having married sisters.

First Lieutenant Shipp of Troop B, Tenth cavalry, is also a North Carolinian.

Asheville Daily Citizen June 30, 1898

WEST ASHEVILLE ROAD. 1899?

S. D. Hall Hopes the Commissioners Will Push the Work.

EDITOR THE CITIZEN:—I feel the necessity of a good road through West Asheville. I, as well as thousands of citizens of the country that traveled the turnpike road last winter, know something of the necessity of the road, and just to think that a few individuals would cause the work to stop! It is too bad. Let the people have the road. Let our superintendent have the nerve to go ahead and our good commissioners that we elected press the work. When I was a schoolboy I got plenty of whippings and decided that when I got to be a man I would lick the teacher. The former writer says Gaston would get a licking the next election. Gaston, as I understand, says, "Let the surveyor locate a 4 per cent. grade," and he did. Now, then, if the road doesn't pass my house let it be made for the good of the country and public in general.

So far as petitions to the Commissioners are concerned they don't amount to anything. A friend of either survey may start out and get a thousand names, just because they were asked to sign by a friend. I feel that all those opposing the change in the road are perfect gentlemen and want to see West Asheville advance with the times and let the wave of prosperity strike the ridge on the west side of the French Broad river once. We are now in the mud and need rocks to place our feet upon. We pay our tax and haul produce to Asheville and the traffic is heavy daily on this road. It got so bad last winter that the mail man said: "If you see an old hat in the mud don't drive over it; Uncle Sam's business is down under there."

Now, Commissioners, we know you have the brains, the bullion and the backbone and entreat you to have the nerve to push the work right along on the West Asheville road. If you can't make the change according to law, go ahead on the old road bed. Let us have the road. I know of several sites purchased by Chicago gentlemen in West Asheville and they say they will not build until we have a macadamized road. Strawberry Hill and adjoining property is just in this state. Don't let such a dark cloud come after the sun seemed to be shining for us so brightly.

S. D. HALL.

Asheville Daily Citizen July 12, 1899?

THEIR ANNIVERSARY.

West Asheville Odd Fellows to Celebrate Tomorrow Evening.

The second anniversary celebration of Sulphur Springs lodge No. 186, I. O. O. F., will occur tomorrow evening, July 22, at their hall in West Asheville, 2½ miles west of the city, on the road to Sulphur Springs.

Sulphur Springs lodge, as indicated by the announcement, is now only two years old, and during that time they have initiated 34 new members, and now have four new members elected, on whom they will confer the initiatory degree at their next meeting. They have had one death since the organization of the lodge. They pay $25 as a funeral benefit and $2.50 per week as a sick benefit. July 1 they had $220 in their treasury. They have three members in the voluhteer army at Camp Cuba Libre, Jacksonville, Fla., and one in the regular army in New Mexico.

Swannanoa lodge No. 56 and French Broad lodge No. 172 will attend the exercises in a body. All Odd Fellows in the city are invited and will be admitted without card. The uninitiated will be admitted by card, 350 of these having been issued. Refreshments will be served during the evening. The exercises will begin at 6 o'clock. Everything is free.

Grand Master B. S. Royster and Grand Secretary B. H. Woodell will arrive tomorrow to take part in the exercises.

The program follows: Address of welcome by Past Grand J. H. Cain; responses, Swannanoa lodge No. 56, L. P. McLoud, esq., French Broad lodge No. 172, D. P. Lipe; address, "The Principles of Odd Fellowship," Grand Master B. S. Royster, esq., Oxford, N. C.; recitation, Miss Emma Kate Gudger; address, "The Origin and Growth of the Order," District Deputy Grand Master, Dr. L. B. McBrayer.

Master of ceremonies—Past Grand W. E. Howard.

Teams will be in front of the Hotel Berkeley Friday afternoon from 6 to 7 to convey those who desire to attend the celebration. The fare is 25 cents for the round trip.

Asheville Daily Citizen July 21, 1898

204

SULPHUR SPRINGS I. O. O. F.

OBSERVANCE OF THE SECOND ANNIVERSARY.

An Exceedingly Pleasant Occasion at Balm Grove Church—Speaking and Refreshments.

The second anniversary of Sulphur Springs lodge No. 134, I. O. O. F., was held last night at Balm Grove church, about four miles west of the city. Benches were placed in the grove, and a stand for the speakers was erected near the church under the trees. Lanterns were hung about the grove. The ladies had prepared refreshments of cakes and ices, and as they were expecting several hundred people, they had about 50 gallons of ice cream and plenty of cake to go with it.

J. B. Cain of Sulphur Springs lodge was welcoming the visitors and members when rain came up and he was stopped suddenly in the middle of a verse of poetry he was reading. As many as could get in went to the church, where Mr. Cain continued his address. He spoke of the principles of Odd Fellowship, what the object of the order was, and told of the good it was accomplishing in a quiet and unassuming way.

He was followed by L. P. McLoud, esq., who responded to the address of welcome as a representative from Swannanoa lodge No. 56. Mr. McLoud's speech was short, but intensely interesting and sparkling with wit and humor, which kept the crowd in a good humor despite the fact that they were uncomfortably situated, being packed in the building and many having to stand during the entire exercises. Mr. McLoud spoke touchingly of the good Odd Fellows did, especially as to their care for widows and orphans of deceased Odd Fellows. He gave statistics of the number of orphans and widows who had had life's burdens lightened by the ever helping hand of the order. He spoke of the growth of the order, and how, with its growth, had been erected orphanages which are supported by the order.

Miss Emma Kate Gudger followed Mr. McLoud with a recitation, a poem on Odd Fellowship, which was excellent, at the conclusion of which she had to respond to a recall. The piece she selected was "Rock of Ages," which was beautifully rendered.

Grand Secretary B. H. Woodell of Raleigh, who has also the honor of being past grand master, was the next speaker. Mr. Woodell said most people thought it would be an easy matter for him to get up and make an off-hand speech, as he travelled around so much and visited so many lodges, but it was not, and as he was only visiting in the capacity of grand secretary he was not prepared. He talked for a few minutes on the growth of the order and the good it was doing, especially in its endeavor to put down evil and for the elevation of humanity. His talk was very interesting and instructive.

Dr. L. B. McBrayer was the next and last speaker. The Doctor declared Lawrence McLoud had used the most of his speech. He didn't know that Mr. McLoud knew any Scripture, but he had taken the same text the speaker had chosen for himself. Dr. McBrayer said Odd Fellows did not get on the housetops and proclaim to the world the good they were doing, but went on and did what they could and let the works show for themselves. His Scripture text was "Let not your left hand know what your right hand doeth," and he said the Odd Fellows believed in following the Scripture's instructions. He spoke of the birth and organization of Odd Fellowship in Baltimore, and repeated a beautiful ode to Odd Fellows, written by Thomas Wildey, its founder. He spoke of how the civil war had divided the church of Christ; there were Northern and Southern Methodists, Presbyterians and Baptists, but in a lodge of Odd Fellows there was no division. They were all on one common level. There were no breaks in their lines, and he was happy to see it.

When Dr. McBrayer had concluded, W. E. Howard, master of ceremonies, stated that refreshments would be served, but as it was still raining they would have to be served in the house.

It was a great occasion for Sulphur Springs lodge, and everyone had a good time. Even the pouring rain could not dampen their spirits or mar the pleasure of the evening to an appreciable extent.

The Biltmore band furnished music for the occasion.

There were 400 or 500 in attendance, among them quite a number of ladies and children.

Swannanoa (Asheville) and French Broad (Biltmore) lodges were represented by large delegations.

The lodge feels grateful to Proprietor Theobald of the Oakley Kitchen, and to Mr. Stoney, Oakley baker, for favors shown.

Asheville Daily Citizen July 23, 1898

WEST ASHEVILLE P. O.

Re-Established and H. L. Herren Made Postmaster.

Congressman Pearson told The Citizen this afternoon that the Postoffice Department at Washington had today ordered the re-establishment of the postoffice at West Asheville, and that H. L. Herren was at the same time appointed postmaster. The Citizen yesterday printed the action of a meeting of West Asheville Republicans, in which Congressman Pearson was criticised for failure to listen to petitions for Mr. Herren's appointment. Mr. Pearson says he recommended Mr. Herren for the position in May last, but it had never been acted upon by the department until today, when the postoffice was ordered re-established.

Asheville Daily Citizen July 30, 1898

LOWER HOMINY.

The Good Old Township's Judicial Timber.

In connection with the nomination of Fred Moore and Henry B. Stevens for the Superior and Circuit court judgeships there is a story that indicates that Lower Hominy township, this county, has what might be termed a corner on the glory of producing judicial timber. This applies to a radius of about two miles of Sand Hill. Judge George A. Shuford and Henry B. Stevens were born in the same house, it having been purchased by Mr. Stevens' father. Fred Moore was born within a mile of the spot, and he and Mr. Stevens are about the same age. Judge Cannon was born on the farm on which Mr. Moore was born. In this same section were born Judge J. Henry, Judge Charles A. Moore, Collector H. S. Harkins, Solicitor George A. Jones, and Walter E. Moore who was recently nominated for the House from Jackson county. Judge J. C. L. Gudger, too, was born in this township, and Col. V. S. Lusk spent his boyhood days there.

Truly, it seems that Lower Hominy has cause for pointing to herself with pride.

Asheville Daily Citizen August 13, 1898

A DAM CASE.

Being Heard Today by Referees Powell and Felmet.

Asheville is never at a loss for courts A new one opened this morning and its sittings are in City Hall. Judges George S. Powell and A. H. Felmet, who are officially termed referees, are presiding, while J. M. Westall is umpire. The case referred to them, and in which they are now hearing evidence, is that of T. J. Candler and wife vs. West Asheville Improvement company, one of the suits growing out of the building of the big dam on Hominy. It is expected that the hearing of the testimony will require about two days.

Asheville Daily Citizen August 15, 1898

BINGHAM SCHOLARSHIP.

Examination for Ninth District on the 30th of August.

There will be an examination of applicants for the Ninth district scholarship, now vacant at Bingham school, Tuesday, the 30th day of August, at the court house in the city of Asheville, beginning at 10 a. m.

All who enter the contest for this valuable scholarship must be on hand promptly at 10 o'clock on the morning of the 30th, and remain, if found necessary, three days. The examination will be restricted to young men of the Ninth Congressional district of North Carolina. The scholarship is given through Congressman Pearson.

The famous Bingham school is over 100 years old, and has always ranked at the top. The young man who wins in this contest will get both board and tuition free, which cost others $250 per year.

Asheville Daily Citizen August 19, 1898

A HOTEL AND SANITARIUM

Ultimate Aim of Asheville Electric Company.

SITE AT SULPHUR SPRINGS

REBUILDING OF THE W. A. & S. ELECTRIC RAILWAY.

James H. Cutler Outlines the Plans of His Company, Which Include a Boulevard Leading Off Southside Avenue.

The plans of the Asheville Electric company are developing along the lines pointed out in The Citizen some time ago, but as Rome was not built in a day neither can all that the company purposes be consummated in a week or month, but slowly, step by step. The initial step looking toward the development is conceded to be the preparation of a dirt road at practicable grade, in which an electric road may be laid, connecting the city of Asheville with the Sulphur Springs.

E. G. Carrier has already proposed to donate a strip of land 100 feet wide through his property to Bond, the French Broad river, and the plan is to place the car track in the center of this, with a grass plat on either side. As to the roadway between the city and Carrier's bridge a material change is contemplated. It is proposed to make a boulevard 80 to 100 feet wide of the road that leaves Southside avenue at the curve above the Glen Rock hotel, crosses the hill at the McDowell house and then turns to the Southern railway—the old route sometimes used in going to Carrier's track. The plan has this boulevard practically paralleling the Southern railway to a point a short distance below the coal chute, then turning directly toward the French Broad, crossing the Southern tracks on a bridge above grade, emerging into the Vanderbilt estate road and following this a short distance until the present car line is reached near Carrier's bridge, and then over the old route to the Springs.

MORE OF THE PLANS.

The Asheville Electric company has paid $2500 for a strip of land between the bridge and the Southern railway and for some distance along the southern margin of the railway, but the use of this strip, while putting the trolly car track above the grade of the Southern's main track, would necessitate the crossing of the chute track at grade. The company hopes, therefore, to gain the consent of Col. J. K. Connally to an exchange of enough land for the right of way in order to make the line as contemplated, below the chute. The Southern Improvement company property, it is believed, can be secured for

HOTEL AND SANITARIUM.

This done, and there follows the most momentous part of the plan, which is the establishment of a hotel and sanitarium at the site of the old Hotel Belmont. "And if were to tell you the names of them," said James H. Cutler in speaking the plans, "whom we have interested in this hotel and sanitarium feature, it would be a surprise party. But a hotel site is practically valueless unless it is thoughly accessible, and for this reason the plans first outlined must be carried out before the hotel plan can be a certainty."

The director of the company yesterday informally decided to offer to the county of Buncombe the structure known as Carrier's bridge, which cost about $15,000, for a sum about one-third original cost. If this is not accepted there may come a time when it will be made a toll bridge and the county may not be able to secure control of it. An argument in favor of the trade is the fact that the Southern is now in the mood for erecting a bridge free of cost to the county. This proposition, along with the plan for placing the convict force on the proposed boulevard, will be placed before the County Commissioners at their meeting next week by Julius C. Martin, esq., on behalf of the company, which proposes to invest the subscriptions more than half way in the work preliminary to the establishment of the hotel and sanitarium. This latter project carried through would mean much for Asheville and this section that there will likely be an early meeting of the board of directors of the company and the project formally acted upon. The plans

THE COMPANY.

The Asheville Electric company is the successor of the West Asheville Improvement company and while the Improvement company is interested in [illegible] company [illegible] the company is under the control of Asheville [illegible] Cutler, president [illegible] Asheville [illegible] and [illegible] Carrier, [illegible] Martin, [illegible] Sluder, [illegible] Sawyer, [illegible] Hackett, [illegible] Hackett, [illegible] Hackett

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A boulevard on the plan described would give a fine road to Biltmore and furnish a good outlet to all the Hominy section, make available numerous building sites overlooking the river, and do away with the constant dangers of a crossing at grade.

With this done the next step will be the rehabilitation of the West Asheville and Sulphur Springs railway, now the property of the Asheville Electric company. This line would follow the new route over the bridge above grade, which Col. A. B. Andrews, first vice-president of the Southern Railway company, has agreed to construct. It would then parallel the Southern to the passenger station, coming back upon its old right of way at a point a short distance from the station. This track, it will be remembered, was torn up by the Southern in order to admit of the enlargement of its yard capacity. The track between the Springs and the old power house will also be taken up by the owners and used in the construction of the Biltmore line. So that a considerable portion of the line must necessarily

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THE COMPANY.

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of street lighting, the contract for which this company holds. He said that arrangements are being made to use the water in Hominy twice, by putting a plant in operation at the lower dam, and this he hopes will be completed tomorrow. In addition to this, work is being pushed on the supplemental steam plant at the furniture factory. With the completion of these, there should be a complete lighting service.

Asheville Daily Citizen November 30, 1898

DW
B

WEST ASHEVILLE ROAD.

Superintendent Roebling's Recommendation of a Relocation Adopted.

At the session of the County Commissioners yesterday afternoon John A. Roebling, superintendent of roads, submitted the following report:

"Pursuant to your order, the work of macadamising the division adjoining Asheville of the road known as the Asheville and Haywood road, has been begun.

"I find that the part of this road leading from Smith's bridge to the top of the bluff in West Asheville is in many places too steep to justify macadamization. I therefore recommend that a portion of the present road beginning at a point on it about 500 feet from Smith's bridge, and rejoining it at a point about 100 feet westward from the orchard of James R. Reynolds in West Asheville, be relocated so as to give a grade nowhere exceeding four feet in 100 feet on any portion of the finished macadamized road.

"This relocation would not only be an essential improvement upon the present road in respect to grade, but would even shorten it by at least 100 feet."

The report was adopted and Superintendent Roebling was authorized to proceed with the relocation of the road.

Chairman Gaston was authorized to adjust the overvaluation of any property that is liable to come before the Board, and corerct any errors.

Asheville Citizen November 8, 1899

FOOTBALL MEETING.

To Organize a Team to Play Bingham Thanksgiving Day.

A meeting has been called for tomorrow evening at 8 o'clock, at the store of the Asheville Cycle company on Church street, of all the football players in Asheville for the purpose of organizing a team to play against the Bingham cadets on Thanksgiving day. Among those who are expected to be present at the meeting are Eugene Sawyer, Guy Rankin, T. C. Smith, jr., Philip Cooke, Dr. Carl V. Reynolds, W. D. Woltz, jr., J. A. Wade, Frazier Glenn, Ed H. Hunt, Elliot Hazzard, Thomas Dodge, H. Miller, Alfred Barnard, Carroll McElrath and Marvin Erwin.

All who would like to play on the team are invited to be present at the meeting.

Asheville Citizen November 8, 1899

IN ODD FELLOWDOM.

Special Sermon to Be Preached by Rev. W. M. Vines Next Sunday.

Sulphur Springs lodge No. 186, I. O. O. F., today sent George and John Collins, sons of the late George G. Collins, to the Odd Fellows' Orphans Home at Goldsboro. The Home property consists of three buildings, an 20 acres of land and is valued at $25,000. The children attend the graded schools of Goldsboro. The Odd Fellows of North Carolina are justly proud of this institution.

Pastor W. M. Vines will preach a special sermon on Odd Fellowship next Sunday morning at 11 o'clock at the First Baptist church. All Odd Fellows are requested to meet in Odd Fellows' hall on Church street at 10:15 to go in a body to the church. All who have signed the application for a charter for the new lodge are requested to attend, and the public are also invited.

French Broad lodge at Biltmore will give an oyster supper Thanksgiving evening, for the benefit of the Orphans' Home at Goldsboro.

The Odd Fellows of Oklawaha lodge, Hendersonville, will give a banquet at the Wheeler hotel Thanksgiving evening. Dr. L. B. McBrayer of this city special deputy grand master, has been invited to respond to a toast on this occasion and has accepted.

The new lodge now has 100 signatures, and three names will be presented to Swannanoa lodge for formal vote tomorrow evening.

Asheville Citizen November 20, 1899

OBJECTS TO ROAD RELOCATION

MR. ATKINSON SAYS IT IS A ONE-SIDED ARRANGEMENT; THAT THE NEW ROAD WILL NOT BENEFIT THE PUBLIC AND THAT CHANGE IS USELESS.

MOTOR THE CITIZEN:—In the last county campaign "Cousin Caney Brown" was continually denounced for building a road to his farm at public expense.

I notice in your valuable paper of the 8th that the County Commissioners adopted a report of the superintendent of roads recommending the relocation of the old and present Haywood road.

The public may not know it; but it is a fact, nevertheless, that Chairman Gaston and his immediate family are the chief beneficiaries by this change. It would seem that Chairman Gaston is following in the footsteps of Chairman Brown and will go him one better even, for Gaston's road is to be a macadamized road; while Brown was content with a dirt road.

The Haywood road, as now existing, has been in use for perhaps 50 or 75 years. On it between the termini of the relocation are eight dwellings and a store. On the relocation not a house. In addition to this, about two hundred yards from the eastern terminus of the relocation, there is a mill road coming into the present Haywood road, and on it are about 16 or 18 houses and a public mill, and all of these people, as well as the eight families hereinbefore mentioned, will still be dependent upon the present Haywood road to out-let to the west or east.

It is claimed that the change is made to get a 4 per cent. grade, and also that the distance is about 100 feet shorter. A 4 per cent. grade can be obtained the whole length of the present road with the exception of about 200 yards, and there a grade can be obtained that will not exceed 6 per cent. If the new road is built the county will have to keep up two parallel roads of about three-quarters of a mile each in length, distant from each other only a few hundred yards, both roads serving the same section of the county, and the present road serving a much larger section because it serves the section traversed by the mill road.

The act of the Legislature under which the Board professes to act (chapter 581, laws 1899) in section 10 expressly provides for a grade of 6 per cent. in mountain region, and even greater where necessary. This act is the work of Prof. Holmes, who is much interested in the matter of roads and knows probably the needs of the State better than any other man in it.

There is not a road leading into the city that has not a grade some parts of it in excess of four per cent. and in places as much as 10 per cent. Many roads on the Biltmore estate have grades as great as 6 per cent. for short distances. As you see the chief reason given for relocating the Haywood road is to get a 4 per cent. grade; that nothing over 4 per cent. road can be macadamized with safety. The road to Biltmore is to be macadamized at a cost of many thousand dollars, yet it is not thought necessary to relocate it to get a 4 per cent. grade, though it is as much as 8 per cent. in places. The new road will exceed 6 per cent. for a long distance. No effort was made to relocate this to get a 4 per cent. grade. They proclaim in one breath 4 per cent. roads and in the next advocate remacadamizing 6 per cent. grades (the Biltmore road). Why were not the existing roads changed in these two instances?

No County Commissioner owns any land that will be benefited by such changes. This is the answer that at once suggests itself.

The relocation of the Haywood road, according to the report of the superintendent of roads, which was adopted by the Board, will have to be graded on a hillside a distance from ¼ to ¾ of a mile with a width of 20 feet or more. Section 10 requires not less than 20 feet.

To make this new road will cost infinitely more than it would cost to keep the 500 or 600 feet of 6 per cent. grades in repair. Little grading would have to be done along the old road, which is on top of the ridge.

The property of the people along the present road will be depreciated in ue from 20 to 80 per cent. by this relocation for almost all of the travel from the western and southwestern sections of the county will be turned over it, and the present road will become simply a "side road" for the accommodation of the people living on it and on the mill road. The store which has been there perhaps 20 years will be compelled to "shut up shop."

"Cousin Caney" when he built his new road injured no one, and no objection was made to his change by persons in the vicinity.

No one wants this change except the few persons who will be benefited by having their property placed at public expense on a macadamized road.

Some of these persons have from time to time in past endeavored to get the public road through their property, but every Board of County Commissioners have refused to grant their petitions and have refused to change the road from where it has been for 10 years or more, until the present Board gets its opportunity, and then it goes through with a rush, though no petition is filed or request made for the change, other than the recommendation of the superintendent of roads. A careful examination of the matter would soon convince any disinterested person that he does not take into consideration at all the damages such a step will cause to the people on the present road, and that he places the 4 per cent. grade above all else.

The people in the vicinity had no opportunity to be heard, in fact the Board did not desire to hear them, and almost intimated as much, though they assured parties that no action would be taken until every one had a fair opportunity to be heard. They would not appoint a committee or fix any day for such hearing.

Notwithstanding these assurances, in a very few minutes after they were given, and even before the man to whom they were given had gone, the public had gone after the iron door had been closed, the report was adopted, though it had not been presented to them exactly half an hour before. [illegible] Cousin Caney, and the Board and the people [illegible] public [illegible] a public snap were overwhelmingly rebuked by the people of the county.

[illegible] as their repudiation in the future. The [illegible] nonsense [illegible] of the bills. Other people have their rights and public should [illegible] of the people should [illegible] [illegible] [illegible]

ASHEVILLE, N. C., TUESDAY EVENING, NOVEMBER 21, 1899

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The property of the people along the present road will be depreciated in value from 20 to 30 per cent. by this relocation for almost all of the travel from the western and southwestern sections of the county will be turned over it, and the present road will become simply a "side road" for the accommodation of the people living on it and on the mill road. The store which has been there perhaps 20 years will be compelled to shut up shop.

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Notwithstanding their assurances, in a very few minutes after they were given, after the parties to whom they were given had gone, after the push and gone, after the trap door had been closed, the report was adopted, though it had not been presented to them at a meeting half an hour before.

[illegible] that the Board and [illegible]

FOOTBALL TUESDAY.

Contest Between Second Teams of Asheville and Bingham's.

The second Asheville football team held a meeting at the Y. M. C. A. last evening. Lynch was elected captain and Buchanan manager. The line-up of the Asheville team is as follows: Lynch, full back; Buchanan, right half back; Mears, left half back; McInturff, quarter back; Levenson, center rush; Ownbey, right guard; Cruise, left guard; Starr, left tackle; Cobb, right tackle; Kennedy, left end; Yarbrough, righ end; Mitchell and Porter, substitutes.

The game between this team and Bingham Seconds promises to be a close one and an interesting contest. Admission to the game will be 25 cents. Tickets can be bought on Montford avenue cars. The Asheville team is requested to meet at the Battle house grounds Monday afternoon at 3 o'clock and at the Y. M. C. A. at 4 o'clock.

Asheville Citizen November 25, 1899

NOVEMBER 25, 1889

HAYWOOD ROAD AND COUNTY COMMISSIONERS

A MAN LOSES A MILLION DOLLARS BECAUSE THE ROAD WILL NOT GO THROUGH HIS LAND.

EDITOR THE CITIZEN:—Having read Mr. E. B. Atkinson's letter in the paper of the 21st, and being greatly incensed at the injuries he will sustain by the proposed relocation of the Haywood road, and being myself a property owner in West Asheville, I wish to make a complaint of my own against this nefarious Board of County Commissioners.

I own more of the Haywood road than Mr Atkinson does, and I think I ought to have more say so about where it shall run. Besides, he has had it in front of his house for 50 or 75 years, and that is long enough.

Now my place would be worth a million, if I could pull the Haywood road around to it. It is only a mile out of the way, and a grade of only 40 per cent. would be required to reach it. The law, as cited by Mr. Atkinson, expressly provides for such cases, by allowing steep grades, where necessary.

But these County Commissioners and road engineers decline to hear me and refuse to be pulled, and are determined to make a straight road with a lighter grade. So I am left a way off to one side, without any million, and there is nobody benefited except the public. So I propose to join Mr. Atkinson in repudiating the whole shooting match, and we wont wait for the next election to do it either. Furthermore, I shall sue them for that million.

PUBLIC B. BLOWED.

THE CITY'S THANKSGIVING

SPECIAL SERVICES TO BE HELD IN SEVERAL OF THE CHURCHES TOMORROW.

PROGRAM AT FIRST BAPTIST—METHODISTS TO UNITE AT HAYWOOD STREET CHURCH.

Asheville will observe Thanksgivnig tomorrow in the usual way. Special services will be held at several of the city churches. Many of the business houses are expected to close for the day. In the postoffice Sunday hours will be observed, the general delivery, stamp and carriers' windows being open only between 5:30 and 6:30 p. m. The money order window will not be open during the day. The internal revenue office will observe the day.

IN THE CHURCHES.

There will be a special Thanksgiving service at the First Baptist church tomorrow, beginning at 11 o'clock, to which the people of Asheville are cordially invited. The following is the program of the service:

Doxology.
Invocation.
Anthem, "Make a Joyful Noise Unto the Lord"—Lewis.
Reading of Scripture by Rev. C. H. Durham.
Hymn, "Awake, My Soul, to Joyful Lays."
Prayer.
Hymn, "Praise Him, Praise Him."
Reading of President's proclamation by Rev. J. F. Vines.
Recessional—Reginald DeKoven.
Sermon by Rev. W. M. Vines.
"My Country, 'Tis of Thee."
Offertory.
Benediction.

The Methodists of the city will unite in a Thanksgiving service at 11 o'clock at Haywood Street church, as Central church will at that hour be the scene of the lying in state of General Vance's remains. The sermon will be preached by Rev. J. N. Huggins, the new pastor of Haywood Street church.

There will be a Thanksgiving service at the First Presbyterian church at 11 o'clock a. m. A collection will be taken for the Synodical orphanage at Barium Springs. It is hoped that those who cannot attend the service will send an offering for the orphans.

There will be holy communion at Trinity church on Thanksgiving day at 8 a. m. and morning prayer and holy communion at 11 a. m. Accordinging to custom, the money offering will be sent to the Thompson Orphanage in Charlotte, and the offerings in kind to the Mission hospital. It is earnestly hoped that every member of the parish will make some contribution to these two most worthy institutions.

The Thanksgiving Day services at All Souls', Biltmore, will be held at 11 a. m.

A special service will be held at

AT THE Y. M. C. A.

A pleasant feature of the Thanksgiving observance will be the reception given by the Y. M. C. A. in honor of its 10th anniversary. The reception will begin at 8:15 tomorrow evening, and the following program will be rendered:

Vocal solo—Miss Reynolds.
What the Past Has Brought Forth—H. T. Collins.
Reading—Miss Hamilton.
'Cello solo—George Tooker.
What the Future Should Bring Forth H. P. Andersen.
Vocal solo—Miss Reynolds.

All members of the Ladies' Auxiliary are requested to be present at the reception.

FOOTBALL.

The following is the probable line up of the Asheville team that will play the first eleven of the Bingham cadets Thanksgiving day, the proceeds of which game will go to the Flower Mission:

Cocke, l. e.; Hunt, l. t.; McNamara, l. g.; Cone, center; Wolfe, r. g.; Sawyer, r. t.; Rankin, r. e.; Barnard, q. b.; Miller, l. h. b.; Ware, r. h. b.; McElrath, f b.; substitutes, Levenson, Hazard, Lynch, Koon, Davis.

The game will be called at the French Broad river grounds tomorrow afternoon at 3:30, and cars will run from the city to the grounds evey 20 minutes from 3 o'clock. Tickets will be on sale at Carmichael's and the Paragon, the price being 25 cents.

THANKSGIVING DONATIONS.

Pisgah lodge, Knights of Pythias, at the weekly meeting last evening made from the treasury a Thanksgiving donation of $25 to the Mission Hospital. A collection was taken among the members present and $15 was raised for the Flower Mission.

OYSTER SUPPER AT BILTMORE.

French Broad lodge 172, I. O. O. F., will have an oyster supper for the benefit of the orphan's home November 30, beginning at 8 o'clock p. m., in the T. M. Porter store building near the bridge at Biltmore. Everybody cordially invited to be present.

IN THE CITY SCHOOLS.

The city schools will be closed tomorrow for the small boy to enjoy Thanksgiving turkey, and on Friday to permit him to recover from the effects. The schools will reopen Monday.

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A special service will be held at Bethel M. E. church, South, in the evening at 7:30 o'clock.

Services will be held at St. Lawrence's Catholic church at 10 a. m.

At St. Matthias church there will be holy communion at 8 a. m., and service at 11 a. m. An union meeting of the Brotherhood of St. Andrew will be held at 8 p. m. The public are cordially invited to attend these services.

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Asheville Citizen November 29, 1899

BINGHAM DEFEATS THE ASHEVILLE BOYS

IT WAS AN INTERESTING GAME, SOME TEETH AND BREATH KNOCKED OUT.

The football game, played yesterday afternoon on the French Broad River grid-iron, between the Bingham cadets and the Asheville team, was won after protracted struggle by Bingham on score of 12 to 0.

In the first half of 20 minutes Asheville lost the ball on a fumble, and Bingham made three or four quick gains, then there was some more tumbling and the ball was gained by Bingham and Bingham won the first touchdown and Harris kicked the goal easily. The score was then 6 to 0.

For the second touchdown McIlrath kicked off and the ball was started back about 12 yards, where Bingham stopped the advance and an offside play from an Asheville man gave Bingham 5 yards. Law of Bingham made a second gain of 30 yards, and was downed by McIlrath. A sharp struggle then began but Bingham gained rapidly and went over the line for the second touchdown, and Harris again kicked the goal. The score then stood 12 to 0.

In the second half (20 minutes each side) neither side scored. There were a succession of remarkable fumbles and intensely exciting struggles but the time keeper called time with the ball on Asheville's 10-yard line.

The sensation of the second half was a 40-yard run made by Ward and another by Duncan, who lost a touchdown because of the fouling of Lynch.

Asheville's team showed a want of practice and condition. It was a good game however, and kept the spectators interested. Dr. Chas. M. Wharton acted as referee, Capt. G. A. Gwyn as time keeper and Dr. Carl V. Reynolds as umpire.

A large number of ladies watched the proceedings with the real or assumed interest.

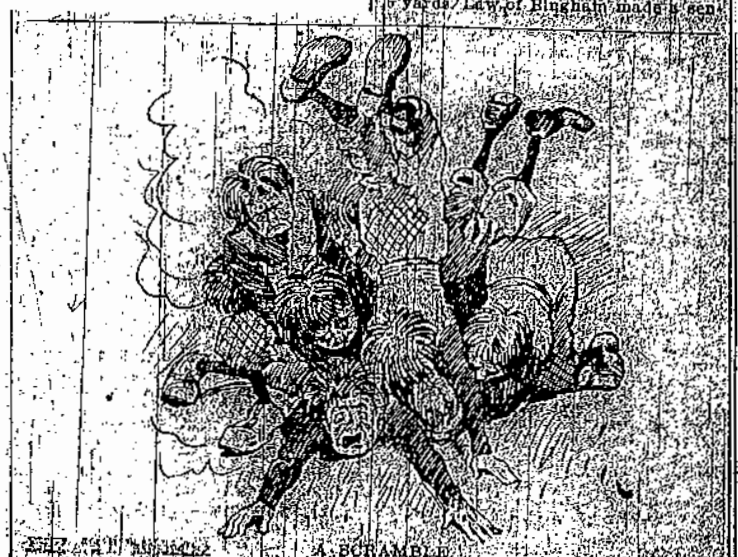
The Wards of the Asheville team had the misfortune to have their front tooth knocked out. Barnard also of the Asheville team was hurt in the head and all the breath forced from his person but went back into the game after a rest. Other slight injuries were sustained.

E. W. Scripps, well known to the newspaper and sporting circles of Cincinnati, Louisville, Chicago and other Western hamlets, was on the field offering to take all the bets either way at any odds but failing to find any takers, drove off the ground and returned to the Battery Park Hotel, where he crowned his sorrows in ginger ale as a suitable beverage for the occasion.

The two teams attended the opera last night upon invitation, where Mr. Walker, the more than joyful commissary, made them most welcome by his numerous but hospitable remarks.

The line up: Asheville—Cooke, left end; Hunt, left tackle; McNamara, left guard; Cone, centre; Wolfe, right guard; Sawyer, right tackle; Rankin, right end; Hazzard, right half back; Barnard, quarter back; Lynch, quarter back; and right half back; Ward, right half back; Miller, left half back; McElrath, full back.

Bingham—Duncan, left end; Law, left tackle; Pardue, left guard; Ross, centre; Norwood, right guard; Glass, right tackle; Hutton, right end; Mattocks, quarter; D'Alemberte, left half back; Ward, right half back; Harris, full back.



A SCRAMBLE.

HAZZARD WAS HIT.

LAW'S 300 YARD RUN.

Asheville Daily Citizen December 1, 1899

WEST ASHEVILLE ROAD.

Subscriber Wishes to Know If the People Have Been Heard.

EDITOR THE CITIZEN:—I notice some correspondence in The Citizen in regard to a new road in West Asheville and am rather surprised that any grievance has to be made through the press. The charge has been made that the people have not been heard in this matter nor their wishes consulted. Have we a road combine? Is this a case of special privileges and profits to the few and the "Public be Blowed?"

I confess that I am much surprised at the action of the board in this matter. I am not interested in any way in West Asheville except to see justice done to the citizens of the community. I have appeared before the board with different grievances and have always had the greatest respect and patience shown me. I have admired the board for the patience and respect shown to all who had grievances. Surely the board will not refuse to hear the citizens in regard to this matter. If it does, then I will be greatly surprised at the board, and particularly at Chairman Gaston, since the charge has been made that he will be specially benefitted by the proposed new road.

Don't let us have any road scandal in this county commission. Let the majority rule. Grant no special advantages or profits to the few on any combination. Don't force any community to the expense of an injunction suit.

PUBLIC NOT TO BE BLOWED.

Asheville Daily Citizen December 5, 1899

FIGURES ON POWER AT THE IVY DAM

PRESIDENT ELLIS SPEAKS OF WHAT THE PLANT WILL DO IN WET AND DRY SEASONS.

In a talk yesterday on the water powers of Western North Carolina with President W. B. Ellis of the North Carolina Electric Power company that gentleman told The Citizen that when his company decided to come to this section the idea was that the French Broad was the proper stream on which to locate. "Accordingly," Mr. Ellis said, "we purchased the best location on the French Broad within reach of Asheville. On surveying it, however, we found it utterly impossible to build a dam high enough on account of the railroad track being so near the river.

"For successful electrical transmission no fall is desirable less than 25 feet, though 20 feet might do if the volume of water be sufficiently large."

"What are the disadvantages of a low head if you have water enough?" he was asked.

"Each freshet backs up on the wheels and diminishes their speed. A four to five foot freshet will shut down a plant if it has no more than 12 feet head. In the winter the flow of anchor or mush ice on a low head in a large stream clogs the gates and forces a shut down, while on a higher head, say 30 feet or above, there is a sufficient reservoir that the water can be taken out from beneath the ice."

"Isn't it possible to get such a head as this on the French Broad?"

"It is evident that such a head as impossible—not even 20 feet—and for that reason we did nothing there."

"What is the water flow of Ivy as compared with Hominy, which is now producing electricity for Asheville?"

"Prof. Morton of the Asheville college, worked this up for us from a geological survey, in which he states that the altitude of the sources of Ivy is 500 feet above those of Hominy, and the property includes a large tract of timbered land, which is likely to remain so. This forms a reservoir which makes the flow of water more permanent. He further states from his personal observations that the watershed of Ivy can be relied upon to produce double the flow of Hominy. This we have verified by our measures this summer, which is said to have been the dryest summer in this country."

"How much power can be made on Hominy?"

"Mr. Cutler says that they make 250 horse power at their upper dam, which is 30 feet high and leaks badly. This appears to us to be correct from the number of incandescent lights they sell in Asheville made from this power."

"If Mr. Cutler's company makes 250 horse power with a 30-foot dam how much can you make with a fall of 110 feet?"

"Practically four times as much with the same quantity of water. We, having double the water there is on Hominy, can multiply his company's power first by four, then the product by two, which gives us practically 2,000 horse power."

"Are there appliances by which you can get greater power out of the same water?"

"We are informed and believe that the arrangement for utilising the Hominy power, for instance, loses at least 25 per cent. of the power developed before it gets to the generators. This we will be able to overcome completely on our Ivy plant by coupling our generators direct to the water wheels, using no belting."

"Will you have any arrangement for storing water between heavy rain storms?"

"We will have a 10-foot reservoir covering 200 acres of land, and the base of our dam is sufficient to make this 15 or 20 feet deep should there be a demand for it. This 10-foot reservoir will be amply sufficient to pull us over such dry weather as we had this year, and we are told this was the dryest ever known in Western North Carolina."

"When were your estimates made?"

"On the lowest water. There will be six to eight months in the year when Ivy will produce with our head 4000 to 8000 horse power."

"Are there in this country any large powers produced on small streams."

"None east of the Mississippi river. But there are quite a number out West with a fall of several hundred feet in which they make as much power as we have out of goodsized trout brooks."

"Do you think there is any doubt as to your being able to furnish as much electricity as Asheville needs?"

"We see no reason whatever why we should not be able to do so."

"Can you make electric power cheaper than steam?"

"We can, and it is much more desirable."

Asheville Citizen December 14, 1899

THAT NEW ROAD IN WEST ASHEVILLE

SUPERINTENDENT ROBBLING WRITES HIS OPINION

WHICH IS THAT OF A THOROUGH PRACTICAL MAN, WHOSE ONLY INTEREST IS TO SERVE THE PUBLIC

Editor The Citizen:—The Board of County Commissioners having received the following petition signed by a number of residents of West Asheville, has requested me to discuss the whole matter publicly, so that the people of Buncombe county may understand the reasons for the relocation of a portion of the Asheville and Haywood road.

To the Board of County Commissioners, Buncombe County, North Carolina.

Gentlemen:—We, the undersigned property owners, tax payers and residents of the county of Buncombe affected thereby, respectfully and earnestly request the said board not to relocate or have relocated the Haywood road where suggested by the Superintendent of Roads for the following reasons, and we protest against such removal for the same reasons, to-wit:

1. Because such relocation will damage all the property lying along the present Haywood road between the terminii of the relocation from 30 to 50 per cent.

2. Because there is absolutely no necessity for two roads in that section of the county, parallel with each other, both serving the same section and same people.

3. Because the present road has been the well known and recognized public road for that section for the past fifty years or more.

4. Because the wishes of the people of the community affected have never been consulted about such relocation, and almost to a person they are opposed to any change of the present road.

5. Because the expense that will be entailed upon the county in making the new road, in grading etc., and in keeping it up will be greater than the present road, and in addition thereto if it is built the county will have to keep up the two roads where one would suffice.

6. Because it will deprive the people living on and who own property on said road, and the mail road, a road leading from the present road on which about 18 families live, of a macadamized road just where it is most needed to-wit, from the eastern terminus of the relocation going west.

On beginning the work on the new road the only instructions I received from the commissioners were to build a first-class road, and, in doing so, to follow the old road as far as it was properly located. These instructions have been adhered to. At no time has there been the slightest suggestion on the part of the commissioners that I should deviate from the most suitable location in order to favor any private interest whatsoever.

Before deciding on the location of the new road it was necessary to fix a maximum grade. As every one knows, steep grades are objectionable for many reasons, of which I need only mention two. If a horse can haul 6,300 pounds on a level, he can with the same exertion haul only 2,100 pounds up a grade of 4 per cent, or 1,600 up a grade of 6 per cent. or 1,000 up a grade of 10 per cent. Steep grades are also very destructive to the macadam surface, and make frequent and expensive repairs necessary. A good easy grade on a main road is worth all it costs. The maximum grade adopted for the main macadamized roads of the county was 4 per cent., as recommended by General Roy Stone, Director of the Office of Road Inquiry at Washington. He gave this figure to the Road Builders' institute at Charlotte last summer and it was not disputed by any of the road engineers present. Mr. Spratt, chief engineer of the Mecklenburg road system, informs me that they have no macadamized roads with a grade of over 4 per cent. in Mecklenburg county. It is true that section 10, chapter 581 of the laws of 1899, permits the mountain counties to use 6 per cent. as a maximum grade, but only because it was thought to be practically impossible to get a better grade in many cases in Western North Carolina. In Eastern North Carolina this same law requires 3 per cent. Moreover, Prof. J. A. Holmes, the author of this law, inspected the locality at my request and expressed the opinion that the valley in which the road has been relocated at a grade of 4 per cent. was the proper place for it.

Important roads have in the past been built in this county with steeper grades than 4 per cent. but it is proposed hereafter to build the macadamized roads on the best possible manner. The Asheville and Haywood road in Shades one half mile the appointment of a county superintendent of roads under the new law. On the excellent

In cost, line 1, using the old road just as it is without any improvement of the 10 per cent. grades, would, of course, be the cheapest at first, but it would be the most expensive of all to maintain in good condition. The cost of lines 3 and 4 would be the same. line 2 being about one-third of a mile longer would be considerably more expensive than the others.

After a thorough discussion on the ground with the various parties interested, it became evident that we must either have a good road passing about 800 feet south of the property mentioned in the petition or a bad road passing in front of it. As there was apparently nothing new to be brought out by further discussion and nothing to be gained by delaying the work, I reported in favor of the 4th location as being the best road for the general traveling public. This location was approved by the commissioners and the road is now being made there.

In what respect does the new location infringe upon the rights of the petitioners? Their present road is not to be disturbed. As soon as their vehicles reach the new road they will have the benefit of 2,400 feet of macadam as far as the Asheville bridge. They may not be benefitted as much as they would like to be nor as much as they would have been had the natural slope of the hills been more favorable, but nevertheless for over half of their journey to Asheville they will have as good a road as anyone. How many of our farmers would complain if half of their road into town were to be macadamized?

No, the real contention of the petition is, that certain of the petitioners, having had the main frame of that part of the county passing their doors for fifty years or more, have a "right" to compel the public to continue to use a bad road in order that the value of their real estate may be increased. The commissioners, having the interests of the whole people in view, could not concede any such claim.

JOHN A. ROBBLING,
Supt. of Roads Buncombe Co.

ace.

6. Because it will deprive the people living on and who own property on said road and the mill road, a road easily reached by the present road on which about 15 families live, of a macadamized road just where it is most needed to wit: from the eastern terminus of their location going west.

7. Because a 4 per cent. grade with the exception of not exceeding 200 yards can be maintained along the present road and the expense of putting the road in shape for macadamizing would be small and a 6 per cent. grade can be obtained for the 200 yards aforesaid.

Six per cent. being the grade established by section 10 of chapter 558 of the laws of 1899.

8. Because of the rights of the people that have existed for half a century and more in the public road to present location.

9. Because by beginning to raise the grade at the western end of the bridge a 4 per cent. grade can be obtained along the present road (the 4 per cent. grade is absolute essential).

And we call your attention to the fact that the road commissioners in laying out the road from Asheville to Biltmore have established a 6 per cent. grade in a single instance in the county leading into the city that has not a grade exceeding 4 per cent. even after it enters the corporate limits of the city.

Many of the roads on the Biltmore estate, and they are models and better than we ever expect to have in the county, exceed 4 per cent. and are as much as 6 per cent. The road to Weaverville exceeds 6 per cent. and yet it was not necessary to relocate it and put it in a place other than where it had been for many, many years in order to macadamize it.

The road to Biltmore was macadamized and it has grades exceeding 6 per cent. yet it was not relocated and changed from where it had been for 50 years or more. And even now the Good Roads association; Victoria, Kenilworth, the city and lastly the county propose to expend over $3000 in remacadamizing it, yet there is no suggestion from any one that it should be relocated in order to get a 6 per cent. grade, or a 4 per cent. grade, when by so doing it would damage people who have regarded it as the main public road for a lifetime. If there is a need of relocation on the Haywood road there is greater or as great need on the Biltmore road.

Fewer houses are on the road from city limits to Biltmore than on the portion of the Haywood road it is proposed to make a side street of to overcome a grade of 6 per cent. for a short distance. No change is asked for, no change contemplated, no change necessary though as much money will be spent there as on the Haywood road.

We simply ask the Board to treat us as the other sections of the county are treated, and that rights which have been in existence for half a century and more be respected by you and not violated and destroyed in order to get a particular grade over a particular road at a particular place, when the same is not wanted and not necessary.

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the proper place for it.

important roads have in the past been built in this county, with steeper grades than 4 per cent. but it is the policy hereafter to build the macadam roads on the best possible manner. The Asheville and Haywood road is the first one built since the appointment of a county superintendent of roads under the new law. On the excellent map of the Biltmore estate the grades, principally light ones, and other improvements of landscape architecture are shown. It is apparent that the grade in many parts of the state would not be [illegible] road from Asheville to Biltmore is not a county road, therefore the county is not responsible for its grades. The work of the proposed improvement is entirely in the hands of the Good Roads association and its engineer, M. T. W. Kanoul. The commissioners in making a subscription to aid in the work on this important connection of the main county roads doubtless relied upon the assurance of co-operation that the association would make the best road that is possible with the means at its disposal.

Before grading on the new location for the Asheville and Haywood road a number of preliminary trial lines were surveyed. In this work I had the valuable assistance and advice of Mr. B. M. Tees, city engineer of Asheville. All lines suggested by land owners and the locality generally, by certain of the petitioners, were examined, surveyed and the lines surveyed so determined their merits and defects. After a careful comparison the following lines were the only ones seriously advocated, viz: one

The old road, which contained [illegible] feet, grades over 4 per cent. in several places, running as high as 10 per cent.

A line following the old road as far east as the junction of the mill road, thus retaining nearly all of the property referred to in the petition on the new road, followed by a grade of 4 per cent. around the southern side of Deaver's pond, back over the same to the old road and so on down. This line, while having suitable grade, was 100 feet longer than the old road. It was strongly objected to by nearly every one heard from. Mr. Addison and others objected. Gen. [illegible] suggested by Major B. M. Tees following the old road as far east as the junction of the mill road, thence down by a grade 6½ per cent. for a distance of 800 feet to the old road at the dam (this is the road alluded to in the plans of the petitioners as 200 yards, being a mistake, as the true distance was 800 yards), and 4 per cent. for the rest of the way down as in the case of the other lines. This road, besides being too steep for a first class main road, was 300 feet longer than the old road.

A line following the old road eastward nearly to J. R. Reynold's orchard, thence south of the old road, down the valley by a uniform 4 per cent. grade, rejoining the old road near Deaver's dam. Although it is usually necessary to lengthen a road considerably in order to improve the grade, in this case the proper grade was secured by a line actually 100 feet shorter than the old road.

HOLIDAY RACES.

Events on the Card for Next Thursday and Friday at Carrier's Track.

Turfmen are to have amusement of the kind most dear to their hearts Thursday and Friday afternoons of next week, a number of the horsemen of Asheville having made plans for two days racing at Carrier's track, which is to be put in condition at once for the meet. On the card for Thursday afternoon will be a three-minute trotting race, a half-mile run, and a mule race, with other events. Friday there will be a 2:45 trotting race, a half-mile run, best two in three, and a half-mile mule race.

There will be no entrance fee for the races, the funds necessary having been subscribed almost solely by the liverymen, who ask only that no street hacks be admitted to the grounds. Reasonable rates for transportation to and from the races will be made by the liverymen.

It is probable that Dr. Carl V. Reynolds, W. C. Carmichael, Bud Buchanan, Dr. Van Bergen, Patton & Stikeleather and Millard & Lassater will be among those who will enter horses for the races.

Harry Richmond's entry will be "Pickles," his jumping dog.

The prizes for winners will include whips, blankets and articles of like nature.

Asheville Citizen December 22, 1899

LIGHT ON WEST ASHEVILLE ROAD

TUESDAY, DECEMBER 26, 1899.

EDITOR THE CITIZEN: Pretermitting for the present the question of the location and grade of the West Asheville road I desire to use your columns to show what the road law of the county, as regards locating, relocating, and altering roads, was prior to the first Monday in September, 1899, the changes the Board of Commissioners then attempted to make, and to state certain facts concerning the West Asheville road from which the public can draw its own conclusions.

The statute law of this State is found embodied in the Code of 1883, and that portion of it relating to roads in chapter 56, which, is entitled "Roads, Ferries and Bridges."

By section 2014 certain roads are declared to be "public roads." I have not ascertained whether the West Asheville road comes under the classes mentioned or not; but it has been in use and recognized as a public road for so long a time that no one questions that fact.

Section 2038 declares: "The Board of County Commissioners shall not . . . order the laying out of any public road or discontinue or alter such road . . . unless upon petition in writing. And unless it appears to the Board that every person over whose lands the said road may pass . . . shall have had 20 days' notice of the intention to file such petition, the same shall be filed in the office of the clerk of the Board until the succeeding meeting of the Board, and notice thereof posted during the same period at the court house door; at which meeting the Board shall hear the allegations set forth in the petition, and if sufficient reasons be shown the Board shall . . . order the laying out or discontinue or alter the said road . . . ."

Section 2039 gives "any person" the right of "appeal to the Superior court at term time," and there the matter is to be heard by a jury, and from any judgment rendered an appeal can be taken to the Supreme court.

Section 2040 declares: "All roads shall be laid out by a jury of five freeholders to the greatest advantage of the inhabitants, and with as little prejudice as may be to lands and enclosures . . . ."

The legislature has passed several special road laws for Buncombe county. Acts 1891, chap. 125, 1895, chap. 139. In these laws (sections 9 and 12, respectively) it is provided that the Board of Commissioners "shall have power to relocate or change any public road in said county . . . , and such relocation, or change shall be made in the manner now provided by law for laying out new roads and highways." This "manner" is "provided by law" in sections 2038, 2039 and 2040 of the Code, hereinbefore set out.

Now it appears that up to the first Monday in September, 1899, the Board of Commissioners had no power to locate, relocate, change or alter any road except upon petition, which had to be on file a certain length of time (section 2038); that "any person" had the right to appeal from their decision upon the petition to the Superior and Supreme courts (section 2039); and that the road should "be laid out by a jury of five freeholders to the greatest advantage of the inhabitants and with as little prejudice as may be to lands and enclosures" (section 2040).

Up to this date the locating, relocating and altering roads was within the control of the people and they had the right to say when and what steps should be taken affecting the roads of the county.

At the September meeting of the Board of Commissioners, after it was pretty generally understood that improvements were to be made on the West Asheville road, and that the convicts would soon be removed to that section (and they were moved there shortly afterwards) the Board of Commissioners by resolution, undertook to adopt and incorporate into the road law of the county, then in operation, section 2 to 20, both inclusive, of chapter 581, Public Laws, 1899. Under these sections of this act they attempted to elect a road superintendent, and to invest him with the powers conferred by said act, though no provision for such election at such time is contained in the act.

Section 12 of this act is as follows: "That, subject to the approval of the Board of County Commissioners the County Superintendent of Roads is hereby given discretionary power . . . . to locate, relocate or change any part of any public road where in his judgment such location, relocation or change will prove advantageous to public travel . . . ."

By the adoption of this section the Board of County Commissioners have undertaken to deprive the people of the rights and power they had under the old road law (sections 2038, 2039 and 2040 of the Code) and to lodge in the hands of the Superintendent of Roads, subject to their approval, power to make such changes as he may see fit in the county roads. His decision approved by the Board would be final. No right of appeal is given. Persons, if injured by his action, have no redress except those through whose lands the said road is located, and they must petition within 30 days for a jury to assess damages, and then the Board of Commissioners need not send a jury for such purpose until 60 days after the completion of the road. Note the difference in the methods prescribed in sections 2038, 2039 and 2040 and those prescribed by section 12. No matter how long the public road has run by your property, no matter how much of your land has been taken for road purposes by former Boards of Commissioners, no matter how much you may have done towards making it a good road, no matter what improvements you have made in the way of stores, houses for rent, etc., no matter if your churches or school houses are situated thereon, a change can be made by the Superintendent of Roads, subject to the approval of the Commissioners (and why would they not approve if he should only submit one route and recommend the same, and no one else should have an opportunity to be heard about the matter), and your rights, privileges and property injured, impaired, and perhaps destroyed, and you have no redress, no right of appeal; no opportunity to say one word in your own behalf. Buncombe county was expressly exempted from the operation of this law by the act itself (section 27), and I have been told by Mr. Craig that Buncombe was inserted among the counties mentioned in section 23 of said act which provided that the Board of Commissioners could only adopt the law whenever a petition of 300 freeholders of the county requested it. In the act as finally passed, however, Buncombe county does not appear in section 23.

Section 27 of said act contains the following proviso: "Provided that in any county or township not coming under the provisions of this act, but otherwise providing funds for road improvement the commissioners of such county may at any regular meeting of their discretion adopt any of the sections . . . . of this act that, in their judgment may be specially adapted to the needs of their county and incorporate the same into the road law of said county."

The Board of Commissioners undertook to avail themselves of this provision at their September meeting and if sections 2 to 20, both inclusive, of chapter 581, Public Laws of 1899, are now in the road law of the county it is by virtue of the resolution passed by said Board and the adoption and incorporation into the road law of the county by the County Commissioners, work a repeal of any of the provisions of that road law which had been specially provided for this county? Would not any of the provisions of said sections which are inconsistent and in conflict with the road law of the county be disregarded, and this road law specially provided for the county by the legislature govern? Can the Board of County Commissioners by any action they may take repeal the law in force on the first Monday in September, 1899? If they can would not the repeal, substitution, or attempted repeal, substitution, or attempted incorporation into the road law of the county of the provisions of chapter 581, Public Laws, 1899, be void? There is no provision permitting any appeal from the decision of the Board of County Commissioners in the matter of the adoption of said sections, and under the decision of [illegible] [illegible] [illegible]

WEST ASHEVILLE ROAD.

It Is Thought It May Not be Macadamized Beyond Deaver's Hall.

The removal of the convict force from the West Asheville road before many weeks have passed is believed to be among the probabilities. The proposed improvement of the route according to the recommendation of Road Superintendent Roebling has aroused opposition on the part of several property owners along the present route, and it is said that this may defeat the plan for the West Asheville improvement altogether. Should this be the case the convicts would macadamize the road only to a point near Deaver's hall, which would require about two month's work, and go hence to the Leicester road.

Macadamizing is retarded now because of the breaking of a tumbler of the new crusher.

Asheville Citizen December 28, 1899

[28 Dec. 1899]

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